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Officers Acquitted.

Marshall Welcomes American Defence Pact

Washington, Sept. 4. The U.S. Secretary of State, General George Marshall, today said the unanimous agreement of the 19 American Republics on the hemispheric defence treaty "is the most encouraging, most stimulating international action since the close of hostilities."

In a joint radio address with the President of the Senate, Mr. Arthur Vandenberg, on the final result of the hemispheric conference at Rio de Janeiro, General Marshall said:

"The results of the conference demonstrate, I think, beyond doubt that the nations are sincerely desirous of promoting the peace and well-being of the world. It can be done without frustrating delays, without much of the confusion, disturbing propaganda that has attended our efforts for the past two years."

General Marshall did not directly name the Soviet Union as the source of the "propaganda," but made it plain that he was referring to that country.

General Marshall said the terms of the Rio treaty committed the 19 American nations to act collectively for New World peace and security in accordance with the United Nations Charter.

"I do not think it is an overstatement to say this demonstration of trust and cooperation to adjust the many varied national points of view in order to make possible unanimous agreement for the good of all, is the most encouraging, most stimulating international action since the close of hostilities."

He said it was difficult to visualize the tremendous complications involved in reaching agreement at a conference of sovereign governments regarding mutual obligations and to take definite action "even in matters of self-defence."

"Varying reactions of public opinion in several countries had to be taken into account, with their high susceptibility for skillfully plotted misrepresentations of those who work under cover for local or larger reasons to disrupt such negotiations to promote peace."

A Milestone
Senator Vandenberg said the Rio treaty "will be a milestone of incalculable importance upon the highway to a happier, safer world."

He said he would present the treaty to the Senate for ratification. "Nothing we have done is aimed at any other enemies than War and Aggression and Injustice, the three deadly foes of civilized mankind," Mr. Vandenberg said. "If there should be those who suspect us of ulterior motives, they will merely confess their own."

He said that nothing in the 19-nation pact "subtracts one single word" from the nations' overall responsibility to the United Nations.

"Everything we do here is devoid of the remotest thought of conquest or imperialism and dedicated solely to the orderly pursuit of international justice."

Surprise Gift

Rome, Sept. 4. A garage mechanic, Umberto Rossi, received a surprise gift today and promptly gave it to the police.

He said a young man gave him a large wooden box "as a present" and then left. Rossi found inside a bag of Benito Mussolini with the inscription "We Will Return."

and security. Thus we give the greatest possible encouragement, aid and strength to the United Nations and we have set them an example worthy of high emulation."

Precise Terms
General Marshall made it clear the purpose of the treaty was to provide solely for the peace and security of the Western Hemisphere and noted that it laid down in precise terms the action to be taken by all in case of aggression from within or without this Hemisphere.

"More than that, it reflects the unity of purpose of the countries represented, the solidarity of their attitude."

He said his brief statement regarding the conference "gives me an opportunity to report one constructive international development in a world sadly in need of such encouragement."

"To me, one of the most gratifying features was the atmosphere of good will, good feeling and mutual trust and accord in which it was conducted. We met largely as acquaintances with a common desire. We parted as friends in a common bond of trust and understanding."

"Our deliberations were open to the world. It will not be easy to misrepresent the import of the treaty we agreed upon, for its text is straightforward and clear."

"HART" TO VISIT FORMOSA

H.M.S. "Hart" will visit the Formosan ports of Keelung between 11th and 14th September and Takao between 15th and 18th September. She will sail from Hong Kong on Tuesday, 9th September.

"Hart" is a sloop of the modified "Black Swan" class, of 1,375 tons displacement. She is commanded by Commander M. J. Ross, D.S.C., Royal Navy.

FINED FOR EXCESS RENT

Fook Yung, of 41 Ship Street, was charged before Mr. F. X. d'Almada yesterday with receiving excessive rent for his tenancy Wong Kam, trading as Wong Kam Kee.

He was fined the sum of \$200 and ordered to return to the complainant the sum of \$36 being the excess rent charged.

It was alleged by complainant that for June and July this year defendant collected as rent the sum of \$80 per month, which is \$18 in excess of the amount of the standard rental.

For the complainant, Mr. A. el Arculli said that complainant had occupied the premises during the Japanese occupation and had then paid a monthly rental of \$68.

After the reoccupation in October, 1945, he had paid \$48.

Increase
In May this year was increased to \$80 and in July defendant asked for another increase of \$15 which was for the use of water.

Complainant refused this demand and defendant cut off the water supply. Complainant claimed that the standard rate would be \$48.

Defendant produced two witnesses, former tenants, who said they had paid \$55 as rent in 1941.

The magistrate said he was not satisfied with the evidence. He fined defendant \$200 and ordered the sum of \$36 excess rent for June and July to be reimbursed to complainant.

Money Market

Bears again predominated the market in gold speculation yesterday as they forced the price down to \$390 a tael after it had started off at \$392. At the close it was better at \$385.25.

Plastics opened at \$13.60 a 100 and steadily it climbed to \$14.05. It eased off towards the close to \$13.95.

Chinese National Currency opened at 14.5 cents for futures and 14.2 cents for spot (for CN\$1,000) and closed at 14.1 cents and 14.3 cents respectively. U.S. dollars took a sudden about turn yesterday and fell to \$5.55. The previous day the price was \$5.75.

Sterling, on the other hand, took an equally surprising spurt, it closed at \$13.05. Australian pounds were unchanged at \$12.53.

WAR MEMORIAL FUND

Subscriptions received on 5th September.

Royal Naval Yard Police Canton (Second Contribution) \$132, Banque de L'Indochine \$2,000, Total \$2,132; Hong Kong Government Contribution \$2,132; Received to 4th September, 1947 \$2,825,984.20, Grand Total \$2,830,246.20.

Sir-Subscription number 513 on list number 75 should have been acknowledged by us as having been received from "Messrs. David Sassoon & Co. Ltd." instead of from the "Anson D. Sassoon Charitable Trust." LOWE, BINGHAM & MATTHEWS.

CATHEDRAL FUND

The following is a list of the Donations received up to 4th September, 1947 which have not yet been acknowledged in the Press:

Mr. & Mrs. G.S. Wilby \$ 20.00
Miss D. Wise 10.00
A.J.W. Evans 10.00
Miss E.M.R. Buckland 10.00
E. Atkins 5.00
Brook Bernatchi 20.00
Mr. & Mrs. F.J. Walker, field in memory of Mr. G.V. Tarik 20.00
Marshall 12.00
Restoration Box 12.00

Total \$ 107.00
Already acknowledged 122,727.02

Grand Total \$ 122,834.02

INSPECTIONS

Since arriving in the Colony the Governor has inspected the following departments:—Medical Department, Sanitary Department, Harbour Department, Judicial & Legal Departments, P.W.D. Offices and Workshops, and the departments in Windsor House, Education, Island Revenue, Custodian of Property, Audit, Assessment.

Yesterday His Excellency toured the Urban Council departments with Dr. Reilly, the Chairman. In the course of the next few weeks other departments will be visited.

Meningitis Case On Board HMS "Alert"

Tsingtao, Sept. 5. Vice-Admiral Sir Denis Boyd, commanding the British Pacific Fleet, cancelled a trip to Tientsin when a case of meningitis was discovered aboard the destroyer "Alert" while sailing off Tsingtao.

The British ship contacted the U.S. Navy and the patient, Miss Joan Milligan, a member of Sir Denis' party, was transferred to the U.S. Navy hospital ship, "Repose."

LANDLORD AND LODGER BOTH WIN A CLAIM

Judgment for the plaintiff for 18 months' rent and for the defendants on a counterclaim, was the decision of Mr. Justice T. J. Gould (Additional Judge) in an action between Lui Keng-chow of 170 Johnston Road, Ground Floor, (plaintiff) and The Sun Wah Goldsmiths of the same address (defendants).

Mr. C. A. S. Russ appeared for the plaintiff, while defendants were represented by Mr. H.L. Kwan, of Messrs. F.O. Kwan & Company.

The plaintiff claimed from the defendants the sum of \$1,088 for 16 months' rent in arrears in respect of the western portion of the ground floor of 170 Johnston Road, Ground Floor, from March 1, 1946, to March 30, 1947, at \$68 a month.

The plaintiff waived the sum of \$88 to bring the case within summary jurisdiction.

That the truth had emerged from witnesses on either side, but on the whole, the letters were more consistent with the defendant's version.

He therefore made an order for possession of the eastern front of the shop, execution to be stayed until Sept. 19, costs of counterclaim to defendants.

In regard to the claim, Mr. Justice Gould said that no evidence had been put before him as to what the standard rent of the premises sub-let might be in his view, it was not ascertainable until fixed by Tribunal.

There was no proof of any illegality in respect of the amount claimed, which was less than that agreed upon.

Judgment was given for plaintiff for the amount of the claim (as amended) and costs thereon, except that defendant's costs up to July 11, should be paid by plaintiff as agreed.

Defence

In their defence, defendants said that in Oct. 1945, the rent of the front portion was fixed by plaintiff at \$68 a month. They had paid rent from Oct. 1945 to Feb. 1946.

In March 1946, plaintiff, without their consent, occupied half of the front portion of the premises.

Defendants claimed that the fair rent for the western portion of the portion now occupied and retained by them is \$20.40 per month. The area of the western portion was a quarter of the whole floor.

Defendants counterclaimed for the eastern portion of the front portion of the premises.

Judgment
Delivering judgment, Mr. Justice Gould said that on the counterclaim, he was not satisfied.

9 Countries Will Meet With YWCA In China

San Francisco, Sept. 5. Representing nine different nationalities, a group of delegates to the world's YWCA Council meeting—the first held since before the war—will sail from San Francisco for China on Friday on the American President Lines' Trans-Pacific liner, "General M. C. Meigs."

The world council meeting will be held in Hangchow from October 15 to Oct. 27. It will bring together YWCA representatives from all parts of the world.

Having its headquarters in Geneva, Switzerland, the World Council is the policy making body of the World YWCA.

According to Miss Elizabeth Palmer, staff member of the World's Council from the United States, the October meeting in Hangchow will be the first gathering of any world organization to be held in the Far East since before the war.

The Delegates
Miss Palmer listed the group sailing on the General Meigs. Other YWCA delegates are: Miss Silvia Visavann (Finland); Mrs. Bozou Klankova (Czechoslovakia); Miss Jac-

queline Van Stoetwegen (Holland); Miss Madeleine Barot (France); Miss Karla Lind (Denmark); Miss Hulda Zarnack (Germany); Miss Emma Kaufmann, and Mrs. Jean B. Weyman (Canada); and Mrs. Chu Shi-ming (China).

The YWCA group will depart from the "General Meigs" at Shanghai.

The vessel also will call at Yokohama, Hong Kong and Manila.

Also among the passengers on the "General Meigs" are two businessmen going to Japan.

The British Columbia Pulp and Paper Company of Vancouver and J.G. Thompson, assistant to the president of the International B.F. Goodrich Company, —Associated Press.

Signboard Will Be Shared

A compromise, reached during the tiffin adjournment, resulted in an action for damages which was heard before Mr. Justice T. J. Gould (Additional Judge), at the Supreme Court yesterday morning, being withdrawn when the Court sat in the afternoon.

Mr. C. A. S. Russ appeared for the plaintiff, Ho Yee-mok, sole proprietor of the Tak Shing Firm of 79 Queen's Road East, Ground Floor.

The defendants—The Wing Kee Firm and Chan Heung-wing, (proprietors)—were represented by Mr. A. S. C. Comber of Messrs. Hastings & Company.

The plaintiff's claim was for \$1,000 damages against defendants for trespass by the defendants upon the plaintiff's premises by the erection of a signboard.

This, they said, caused the plaintiff's signboard to be partially obscured.

When hearing was resumed in the afternoon, Mr. Russ informed the Court that the parties had agreed upon a compromise.

The defendant's sign was to be removed from the hotel and in its place, a new signboard was to be erected over the whole wall.

Each party would be entitled to have his characters on that half of the signboard erected over his half of the premises.

The cost of the new signboard would be borne by the parties in equal shares.

Personalia

His Excellency the Governor, Sir Alexander Grantham and Lady Grantham attended the 7.15 performance of "Odd Man Out" at the King's Theatre last night.

Arriving by B.O.A.C. plane on Sunday, will be His Excellency Henry Valterra, D.D., Catholic Bishop of Hong Kong.

Bishop Valterra left Hong Kong in June, 1946, for a recuperative tour after the war.

In the past year he has visited America, England, France and Italy, and is returning in excellent health.

On Tuesday afternoon, September 3rd at 5.30 p.m., a Reception to welcome His Excellency will be held at the Catholic Centre, King's Building. All Catholics and friends are cordially invited.

The following passengers left by C.P.A. aircraft for Bangkok yesterday:—Mr. Yoo Kiat Ming, Mr. Cheung, Hing Lok, Mrs. Kong Lai Hing, Mr. Liang Tea Yee, Mr. Han Ling Fong, Mr. Fong Eng Bao, Mr. Lim Tong Hee, Mr. Jow Fong Foe, Mr. Lee Logg Hin, Mr. Wong Kam Ching, Mr. Lee Chuen Sam, Mr. Lee Chu Eng, Mr. Chen Yuen.

The chief medical officer of UNRRA, Dr. Stanley J. Leland, and his wife, left Shanghai yesterday for Hong Kong on their way home to New York, via South Africa and South America. Dr. Leland arrived in China fifteen months ago and was engaged in general administrative direction of UNRRA's medical programme, including liaison work, allocation and distribution of medical supplies and care of UNRRA personnel.

Peninsula Hotel arrivals include Mr. and Mrs. V. Woodward, Miguel Teus, Chai Pratipassan, W. Vibul, A. H. Taylor, P. Ferriere, J. Pigott, Rev. W. McGoldrick and C.H.T. Van Meurs.

Peninsula Hotel departures include R. W. Scault, C. L. Heich, F.H.W. McCance, W. F. Hanf, Mr. and Mrs. S. H. De Kantzow, L. M. Tornovsky, Mrs. E. A. D. Green, Dr. F. M. Yu, Miss E. C. Cole, J. B. Alexander, Miss E. Barwick, Co. and Mrs. R. D. Soriven and Captain William S. Hindson.

Mr. Iulian Wan, B. A. of Lingham, has been appointed as the General Secretary of the Chinese Y.M.C.A.

Mr. Wan was formerly headmaster of Poo-To Girls' Middle School in Canton.

HUGE SMUGGLING RING IN GUAM

Honolulu, Sept. 3. A gigantic smuggling operation involving a number of Naval Air Transport officers and men on Guam and civilians in China has been uncovered by Navy intelligence authorities, a high Navy source disclosed today.

The smuggling ring was said to be engaged in transporting thousands of dollars worth of contraband silk, jewellery, nylon stockings, trinkets and other small, valuable goods between the coast of China and Guam.

The Navy spokesman for Fleet Headquarters said three officers and seven enlisted men were in custody at Guam. The spokesman said evidence had been found in the past few weeks indicating that Navy personnel assigned to Guam were helping to transport contraband goods on regular Air

Transport runs between China and the Marianas.

The spokesman said the authorities were also investigating a report that the ring smuggled goods into China from military stores on Guam but emphasized that there was no evidence to substantiate this.

The Navy source said the Chinese government had not yet been contacted for assistance in catching other members involved, but said China's help might be asked if further developments warranted it.

United Press.

Revenue Officers Face Charges Of Assault

Hearing was continued before Mr. J. G. Conklin at Central yesterday when Kwok Chan Wah and Chow Ching Lam, both Revenue Officers of the I & E Department, were charged, the former with impersonating a police officer and assault and the latter with assault.

First defendant was found not guilty on the first charge and guilty on the second.

He was fined the sum of \$150 while the second defendant was discharged.

Both defendants were alleged to have boarded a train together with a Chinese police constable P.C. 259, at Kennedy Town on July 12.

An argument arose and both defendants were said to have assaulted the constable.

Kwok stated that he was a police officer from No. 7 Police Station and attempted to handcuff the police constable.

Plain Clothes
The constable at the time was in plain clothes and produced his identity in the nature of his number badge and a police whistle.

In spite of these identifications the defendants assaulted him and tried to handcuff him.

It was further alleged by the prosecution that when the train came to a stop at Catchick Street then all the parties alighted the assistance of another police constable P. C. 1618 was summoned.

Both defendants were brought to No. 7 Police Station and charged.

The last witness for the prosecution was Leung Shu Wa (SS), married woman and hawker.

She stated that where she had her stall she saw the quarrelling between P.C. 259 and the defendants.

She also saw the first defendant produce the handcuffs. She also stated that she saw P.C. 1618 come up and arrest the two defendants.

The prosecution then closed its case.

Kwok went into the witness box where he made a complete denial of all the allegations made by the prosecution.

He went on further to say when asked by the prosecution officer that if he was telling the truth then all the witnesses were telling lies.

The second witness also made a complete denial of the allegations against him.

A witness for the defence, Motorman Tse Sing, of the Tramway Company, stated that he had not noticed any of the parties getting into the tram.

He definitely heard a quarrel between the first defendant and a man in civilian clothing.

He also heard that there was one mentioning he was from No. 7 Police Station and the other, saying he was from the Revenue Department.

On reaching Kennedy Town, one stop from the end he saw first defendant get off the train but did not see the other man.

Before he proceeded on his return trip to town, he saw the man in civilian clothes and another constable come running up to where his tram was but could say nothing more after that because his tram had to proceed.

ANGLO-SWISS TRAVEL PACT LIKELY

London, Sept. 4. Anglo-Swiss trade talks, including a discussion on a travel agreement between the two countries for next winter, will start soon in London.

Mr. Paul Ruegger, Swiss Minister to London, has just returned from Bern, where he consulted the government about the effect of the new British foreign travel suspension, which renders void the £1,000,000 credit set aside by the Treasury for tourist travel in Switzerland.

It was recently reported from Zurich that the British ban on passenger travel changed considerably future trade relations between the two countries. Switzerland may reduce or cancel some orders of British cars and textiles.

On the other hand, British manufacturers of all types of export goods should be prepared for monetary cancellation of orders for which (reports state) Switzerland cannot pay without recovery from British tourists. It is estimated that some 500,000 tourists visited Switzerland from Britain in the last twelve months.

New Concession
However, since the European Dockyard Employers appreciated the sincerity of the representatives of the C.E.I. in their expressed desire to end the strike, and since they accepted their opinion that some advance would greatly assist them in achieving this, they were prepared to make one further concession.

The European Dockyard Employers then agreed to increase the offer referred to in Para 7 (b) to 25% which is equivalent to an all round increase of 4% on the present Basic Pay of Tradesmen working on a Time Basis. The Rehabilitation allowance remains the same on the present scale.

It was pointed out that the representatives of the C.E.I. that this was the limit beyond which the Employers could not go, and that the offer was NOT accepted, it would inevitably lead to breaking off negotiations.

It was also stated that this offer was solely to skilled workers on a time basis who are represented by the C.E.I. not that when the strike is settled, the Dockyard Employers do intend to make some advances to other time workers.

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9

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Myrna Loy • Fredric March

Dana Andrews • Teresa Wright

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and introducing Cathy O'Donnell and Harold Russell

Directed by William Wyler • Robert E. Sherwood

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OPENING DATE!

QUEEN'S

TRUMAN MAY CUT SHORT S.A. TOUR

Washington, Sept. 4. President Truman may cut short his present Latin-American trip to return here to approve plans now being worked out for emergency aid to Europe — probably by a November special session of Congress, informed quarters said here tonight.

Mr. George Marshall, Secretary of State, was beginning an intensive series of conferences with senior experts in the hope of working out a definite scheme within the next fortnight — before he attends the United Nations General Assembly meeting at Lake Success on September 16.

The scheme is based on the contention by the United States Government that European difficulties are growing daily and might get out of hand by the end of the year.

Informed quarters here suggested this as a purely tentative time-table for speaker developments with regard to aid for Europe.

Firstly, the start of hearings by the House of Representatives and Senate Foreign Affairs Committee shortly, during which key Congressmen could be fully acquainted with the European crisis.

Secondly, a full session of both Houses early in November with the aim of their appropriating interim funds of some \$2,000,000,000, prior to the Marshall plan.

Thirdly, this action would be followed immediately by the start of the Marshall plan itself, so that an orderly reconstruction scheme could begin as soon as the winter's dangers were passed. Mr. Marshall is also discussing the general situation with Mr. Lovett and Mr. George Kennan, head of his policy planning department, who is due back from Paris next week with Mr. William Clayton, Assistant Secretary of State for Economic Affairs.

President Truman is not yet due to return from Brazil before the middle of the month but as it is almost essential for him to enter with Mr. Marshall on the final plans prior to the meeting of the United Nations General Assembly, it was thought that he might return by air rather than aboard the battleship Missouri, as was intended.

Isolationist Attitude

The first hint of isolationist reaction to the crisis — which was given prominence in the American press today — was provided by the Ohio Republican Congressman, Mr. George Bender, who accused the Truman administration of generating a "synthetic" international crisis. Mr. John Taber, Chairman of the House Appropriations Committee, the man who holds the purse-strings on many important funds, confessed himself today "very much disturbed over the failure of most European countries to help themselves". He would insist on a "sound report on our resources before advancing any further aid to Europe", he said.

Loan Denial

New reports today of Britain requesting a further loan from the United States were promptly and flatly denied at the British Embassy and the United States Treasury. Informed quarters here agreed nevertheless that always assuming congressional agreement there was real prospect of Britain, France and other European countries receiving a

HALF-FARE CARDS FOR KOWLOON SCHOOL PUPILS

Half-fare cards, bearing the photograph of the pupil, will be issued by the Kowloon Motor Bus Co., Ltd. to all bona fide students on production of a letter from the principal of the school, the "China Mail" was informed yesterday. Season tickets for adults will definitely not be issued until more buses can be put on the roads as to do so at present would only increase the existing congestion on the vehicles, the same source declared.

ITALIAN GRAFT SCANDAL

Trieste, Sept. 4. A contractor, who said he received public works contracts amounting to 557,000,000 lire without public bidding, testified today in the trial of five civilians charged in Venezia Giulia's million-dollar graft scandal.

The contractor, under arrest and awaiting trial himself, said he had received his contracts directly from Major E. H. Richardson (US), former Public Work Director, who also is awaiting trial. The contractor said he paid Richardson's interpreter and general secretary, Angelo Ricci, 7,000,000 lire on one deal.

The prosecution witness said he was surprised at Ricci's request, "because it was abnormal since it came after the award of the contract." He said he paid the fee "because it was general usage."

Richardson is expected to testify later today. Civilians on trial include his private secretary, two secretaries of other officers, Ricci and another Military Government employee. — United Press.

Bender Gang Head Caught

Prague, Sept. 4. Czechoslovakian troops, after a week-long pursuit, have captured the leader of the most "dangerous" group of the Bender gang, together with his staff. It was officially announced here today. His name is given as Burlik.

The "Bender gang" is the remnant of a group of about 20,000 well-armed men—Poles, Ukrainians and escaped SS men, who since the end of the war, have terrorised the border areas of Poland and Czechoslovakia. — Reuter.

Readers' Letters

State Rights

*Sir—Modern idea of a State's territorial supremacy has been pretty well established with the abrogation of the Capitulations in Levant; with the abolition of extraterritoriality in China; and with the defeat of Adolf Hitler with his philosophy of extending excessive protection to the German race abroad.

Territorial sovereignty tolerates no alien interference except with the express consent of the sovereign. The right to legislate on elections, like the right to ordain administrative and judicial branches of the government, is absolutely and exclusively reserved for the sovereign power.

The fact that a majority of inhabitants of a certain portion of a State belong to the majority race of another State does not entitle such other State to take public law into its own hand by promulgating and enforcing laws and regulations concerning the problem of suffrage and franchise.

Thus the French government has never claimed its right to hold elections in French Canada and the State of Louisiana where the populations are fundamentally French.

The Nazis' ideals of leadership, of elite superiority and of culture fissure are essentially incompatible with the Anglo-American institutions of individual liberty and bill of rights. Their system of Gestapo terrorism, like the Soviet NKVD and one party dictatorship, is repugnant to modern humanitarianism and popular and democratic sovereignty.

When such menaces are obvious, defenders of free institutions cannot allow them to intimidate and threaten.

There is a great deal of evidence for us Hongkongites to believe that if she reported

election by the ruling clique of China should take place in Hongkong unchallenged, free institutions and the Colony's attempt to reach democracy shall be frustrated.

General Marshall and Wedemeyer have told us how democratic and honest China's existing regime is. Those who have read the analysis of China's Destiny have realised how our way of life and political ideals and theories have been assailed.

Those who have watched carefully how pro-Anglo-American idealists have met their fate can only conclude that pro-Anglo-American elements are persona non grata.

Moreover, other political parties are still against the election.

So long as Hongkong remains a British Colony we do not want Hongkong become a party to the persecution of pro-Anglo-Americanism. We do not want Gestapo terrorism. We do not want to be partial to any of China's political controversy.

Thus Hongkong should ban the contemplated voting.

WANG KIU TANG.

Play-Goer

*Sir—While I am inclined to agree with "Historian" that the newspaper report of the three one-act plays at the Y.M.C.A. was decidedly flattering, I also appreciate that the Press is trying to encourage. I think the points mentioned were already noticed by the producers, but in case not I suggest that a private letter with suggested remedies to the Ladies' Section of the "Y" would be more appropriate than the severe onslaught given under the guise of a well-meaning member.

ALSO LONGER.

MR. ROSS, THE INVISIBLE

Rio de Janeiro, Sept. 5.

Charles G. Ross, President Truman's press secretary, took cognisance on Thursday of a complaint in a Rio de Janeiro newspaper about the alleged lack of contract between the White House press and the Brazilian press.

The newspaper O Globo commented on the relationship between the Brazilian press and the presidential party in a column headed: "Mr. Ross, the Invisible."

"We spoke before about Mr. Ross, press secretary of the President," O Globo said, "and now we would like to present him to the readers of O Globo."

"He decided at what time the President can see newsmen in press conferences during the week."

"It is he who tells correspondents in Washington what the President did and what he intends to do," the paper said.

"We would like Mr. Charles Ross to get in touch with the Brazilian press, but he is invisible. He is always busy."

"No one can see him, not even the Americans who came with the president."

Reply

Ross replied: "I would like to be more visible, but I think I am visible enough."

He pointed out that the entire Brazilian press was invited to a luncheon and reception given by the President aboard the battleship "Missouri" last Tuesday and that Mr. Truman was receiving a group of executives representing the Brazilian press Saturday morning.

The secretary said he had been busy on routine duties and arrangements for the release of the President's congressional speech on Friday.

His telephone had been ringing constantly since he arrived in Brazil. He added he would be available to the Brazilian press any day. — Associated Press.

INDIA TO GET MORE RICE

Singapore, Sept. 4.

India, where the rice situation is described as "critical", will benefit to the extent of about 4,000 tons owing to the favourable position in the Philippines, it was stated at the South-East Asia Liaison Officers meeting here today.

Lord Killalea, Special Commissioner for South-East Asia, said that though it was true that rice stocks in some deficit territories had improved the situation was "far from encouraging."

The Philippines have agreed to grant loans from the International Emergency Food Council allocations to India, Malaya and Singapore, and the Netherlands East Indies, of about 4,000, 2,600, and 1,000 tons respectively, and to demerit consumption of wheat flour, and a good corn harvest.

Hongkong, although not represented at the meeting, reported a favourable situation and also agreed to postpone repayment of a loan made to the Netherlands East Indies. — Reuter.

Dutch Emigrants For Canada

The Hague, Sept. 4.

A group of 760 carefully-selected Dutch emigrants will leave Rotterdam for Canada on board the "Tabitha" on September 8, and will arrive in Quebec on September 18.

The Dutch authorities in Ottawa have arranged for the emigrants to be placed on farms.

One thousand Dutch emigrants who went to Canada in June were described by the Canadian Immigration officials as "the best group of emigrants we have ever seen." — Reuter.

AUSTRALIA BANS SWEEPING IMPORT LIST

Canberra, Sept. 4.

Australia today banned a sweeping list of imports from the dollar countries, ranging from washing machines to fashion plates, as a further step in a rigorous campaign to close the \$85,000,000 between her dollar imports and exports.

Mr. John Dedman, Minister of Reconstruction, told a press conference that the Commonwealth aimed to "reduce dollar spending drastically" "unless Australia obtains an increased dollar income from the sale to America of greater quantities of wool and other Australian produce. Otherwise, only an improvement in Britain's position would enable Australia to buy dollars freely."

Senator Benjamin Courlet, Minister of Trade and Customs, announcing the new cuts, added a wide range of household and industrial goods to the main banned

items which Mr. Joseph Chifley, the Prime Minister, gave on Tuesday.

Press From Germany

In another statement made here today, Mr. Dedman, who is also Minister of Defence, announced that Australia was getting as reparations from Germany a modern forging press from a Duesseldorf factory, able to handle ingots up to 130 tons.

The press will be used to manufacture crankshafts for wide range of household and industrial goods to the main banned

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OPENING TO - NIGHT

DINNER DANCES

NIGHTLY 8:00—12:00 P.M.
EXCEPT MONDAYS.

SATURDAY EXTENSION TILL 1.00 A.M.

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PHONE: 28158.

APB

GOVERNMENT RATIONS

HOLDERS OF GOVERNMENT RATION CARDS

Issued by

The Dairy Farm, Ice & Cold Storage Co., Ltd.

are hereby advised that the

SEPTEMBER DISTRIBUTION

will be available for collection from

MONDAY, 8TH SEPTEMBER, 1947

to

MONDAY, 15TH SEPTEMBER, 1947

(Saturdays & Sundays excluded)

QUANTITIES ALLOCATED ARE AS FOLLOWS:—

FLOUR \$0.33 per lb.—4 lbs per person

SUGAR \$0.45 " "—2 " " "

BUTTER (Fresh) \$1.90 " "—1 (one) lb. for each person in family as per number registered on Ration Card.

SPECIAL NOTICE

RATION CARD HOLDERS will please note that a special issue of one extra pound of Butter per person may be drawn during the month of September.

SUITABLE CONTAINERS MUST BE BROUGHT
FOR FLOUR AND SUGAR

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PURE FOOD SPECIALISTS

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\$2

Replies are awaiting at our offices for Box Nos. 308, 310, 319.

PERSONAL

MEMBERS of the Royal Hong Kong Yacht Club are reminded that there will be a Guest Night at the Club on Sunday, 7th September.

WANTED KNOWN

PLUG KEE Tailor and Dressmaker, 10, D'Almeida Street, has moved to 11, D'Almeida Street, and is now open for business at the above address.

TUTION GIVEN

SHANGHAI FASHION SCHOOL, Cutting & Sewing lessons. Morning, afternoon and evening classes. Complete course in three, six or nine months. Enrolment on 1st September.

FOR SALE

CHILDREN'S DRESSES, beautifully hand-made, individual design. Also made to order, at Winnie Styles, Room 105, National Bank Building.

LOST

LOST One key chain consists of 3 short keys, 1 safe-deposit key and 1 key chain between 62, Des Voeux Road and Asia Hotel on August 4. Will find return cash to Room 324 Asia Hotel. Reward offered no question asked.

EVENING INSTITUTE

The 1947-48 Session will commence on Monday, 22nd September. Applications for entry to the following classes are invited BY POST ONLY.

1. Elementary English (4 stages)
2. Business English
3. Matriculation English
4. Matriculation Mathematics (Elementary)
5. Matriculation Geography (Asia)
6. Matriculation History (European 1648-1815 or 1789-1914)
7. Matriculation Physics
8. Matriculation Chemistry
9. Cookery (English)
10. Needlework
11. Embroidery
12. Drawing (Model or Lettering or Bookcraft)
13. Drawing (Chinese)
14. Book-binding
15. Book-keeping & Accounting
16. shorthand (Beginners or Speed)

Fee: \$15 per term for each class.

METHOD OF APPLICATION.

(1) For entry to Classes 2 to 8, 15 and 16 applicants should have school certificate or equivalent qualification.

(2) A single sheet of paper should be used to apply for each class. It is desired to enter, giving the following particulars in BLOCK LETTERS.

- A. Name of Class.
- B. Name of Applicant with Address.
- C. Sex.
- D. Age.
- E. Previous Education.
- F. Highest Examination Passed.
- G. Present Occupation.

The written applications should be addressed to the Acting Director, Evening Institute, Education Department, 3rd Floor Windsor House so as to reach him before the 10th September, 1947. PERSONAL APPLICATIONS WILL NOT BE ACCEPTED. Successful candidates will be advised in writing where and when the classes will be held.

J. M. WILSON,
Acting Director,
Evening Institute,
Hong Kong, 8rd Sept., 1947.

PUBLIC AUCTION

BY ORDER OF THE DIRECTOR OF DISPOSALS FAR EASTERN AREA (M.O.S.) Messrs. Lammet Brothers of Pedder Building, Hong Kong, have received instructions to sell by Auction at their Sales Rooms, Pedder Building, Basement, at 10.00 a.m. on Thursday, the 11th. September 1947.

A LARGE QUANTITY OF VEHICLES AND MISCELLANEOUS STORES

LOCATED AT R.A.F. 18 M. T. R. U. SHAMSHUIPO

Ford, Citroen, Chevrolet, Thornycroft and Fordson Lorries, Dodge Tipsters, Willys Jeeps, Humber Car, Trailers and Water Trailers, Matchless Motor Cycle.

LOCATED AT H.M. VICTUALLING YARD, KOWLOON

Meat Dishes, Salad Bowls, Soup Tureens, and Bread Baking Tins.

LOCATED AT "K" GODOWN OF THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., KOWLOON

Shackles, Louvers, Paravanes and parts, Canvas Protectors, Wire Slings and Fan Blowers.

LOCATED AT TAIKOO DOCKYARD, COAL YARD.

Life Rafts and Electric Stoves

LOCATED AT H.M. DOCKYARD, HONGKONG

Canvas Puffers, Acheson, Puffer Motor Alternator, Hydrogen Bottle, Barometer, Tape Recorder, Satchels, Steel Files, Compasses, Lanterns, Batteries, Blow Lamps, Galvanized Tubing, Lathe Cutting Tools, "Underwood" and "Imperial" Typewriters, Handicraft, Steel Blocks, Pillows, Canvas, Paper Stuff, Cardboard, Bicycles, Tables, Electric Lamps and Ranges.

LOCATED AT ROYAL ARMY ORDNANCE DEPOT, SHAMSHUIPO

Telephones.

LOCATED AT E.S.B.D. SHAMSHUIPO

Broken Glass, Scrap Iron, Corrugated Asbestos Sheet and Ridge and Electric Lamps.

LOCATED AT OLD ORDNANCE SUB-DEPOT, QUEEN'S ROAD, HONGKONG.

Section Boxes and Hornbeams, Ramps and Cradles (Parts of small Box Girder Bridge MK.11).

Permits to view, Catalogues and Special Conditions of Sales etc. may be obtained from Messrs. LAMMET BROTHERS.

Inspection of Vehicles and Stores at the above locations can be made between the hours of 9.30 a.m. and 12 noon and between the hours of 2 p.m. and 4 p.m. on the 8th. and 9th. September 1947.

Terms: 50% of the Purchase Money to be paid on the Fall of the Hammer and the Balance to be paid on Friday, the 12th. September 1947.

WALTER M. WEINBERGER

CHAIRMAN,
BRITISH STORES DISPOSAL BOARD,
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JOINTLY ANNOUNCE THE RESUMPTION OF
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BETWEEN

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AS FROM
MONDAY, SEPTEMBER 8th, 1947

DAILY BETWEEN 11.00 a.m. to 1.00 p.m.
AND 3.00 p.m. to 5.00 p.m.

\$12 A MINUTE, MINIMUM CALL 3 MINUTES.

TELEPHONE SUBSCRIBERS WISHING TO REGISTER FOR THIS SERVICE SHOULD COMMUNICATE WITH THE OFFICES OF HONG KONG TELEPHONE CO. LTD.

CALL OFFICES FOR THE USE OF THE NON-REGISTERED GENERAL PUBLIC ARE SITUATED AT THE FOLLOWING OFFICES:

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GROUND FLOOR PENINSULA HOTEL, KOWLOON.

THE HONG KONG JOCKEY CLUB

Notice to Members
Double Tenth Race Meeting, October 1947.

Tickets (at \$2. each) for the Special Cash Sweep on the "Kwangtung Handicap" which will be run at the above Meeting can be obtained at the office of the Treasurer, 1st Floor, Exchange Building, and also at the Branch Office in Nathan Road, Kowloon — over 200,000 Tickets sold to date.

By Order,
S. A. SLEAP,
Actg. Secretary.

NOTICE

Hong Kong Services Race Club

The accounts of the Hong Kong Services Race Club will be closed on 30th September, 1947. Any individuals or firms having outstanding claims against the Club, will submit them to the Hon. Treasurer by 20th September, 1947. No claims will be accepted after this date.

C. T. BOKENHAM,
Major.

Hong Kong Services Race Club.
Dated: 4th September, 1947.

Service Auction Rooms

Auctioneers, Surveyors, etc.
Basement, French Bank Bldg.,
A.E.B., de Souza, Auctioneer.
Telephone 21507.

TO ALL MEMBERS OF THE SERVICES

For many months Mrs. Copen has kept "open house" to service men, and a large number of both officers and men have had their stay in Hongkong brightened by many enjoyable hours spent under her roof in Christian fellowship.

The friendships formed here have proved to be true and lasting, and all members of the unit are welcome to come and fill in the days before returning to U.K. with social evenings, swimming expeditions etc.

All those wishing for further information or to know where Mrs. Copen lives, please contact Lt. Jackson by letter, phone or a visit at the Forces Education Centre, Whitfield Barracks, Kowloon.

Telephone No.:—34121 ext. 136.

HARBOUR DEPARTMENT NOTIFICATION

For information of Ship Operators & Charterers

IT IS HEREBY NOTIFIED THAT THURSDAY, 4TH SEPTEMBER, 1947, HAS BEEN DECLARED A WEATHER-NON-WORKING DAY.

J. JOLLY,
Harbour Master.

Harbour Department,
Hong Kong,
5th September, 1947.

Reds In Kyushu May Rise After Occupation

(By Miles W. Vaughn)

Kokura, Sept. 4.

The relations between Capital and Labour throughout Kyushu are generally satisfactory, though there is a widespread fear that the Communists again may try to gain control of the labour and farm movements in the island when the Allied occupation ends.

During a tour of southwestern Japan with Maj.-Gen. R. B. Woodruff, Commanding General of the First Corps, I found Communist organisers had been extremely active in the larger cities early in the occupation but apparently never made the headway they achieved for a time in Tokyo and Osaka.

As elsewhere, Red influence received a severe setback in Kyushu when Gen. MacArthur forbade a Communist-inspired effort to declare a nationwide general strike against the Japanese Government in February.

Attacks

The Communist attacks (observers agreed) were similar to those of the Tokyo Communists. Organisers were instructed to bore from within to gain key positions in labour and farm organisations in order to control the movements. The organisations would then be used as a base from which a drive could be started to gain control over local governments, and eventually the national government in Tokyo.

For the present, Communist efforts are centered at encouraging and creating local discontent. Gen. MacArthur, the occupation and Japanese reactionaries are blamed for everything from food shortages to droughts and floods, all of which will disappear, the Communists preach, if Japan is brought into the Russian orbit.

The people of Kyushu, however, are traditionally conservative and the Communists make little headway except in cases of extreme poverty. Japanese soldiers repatriated from Siberia repel determined efforts to convert them to the

Let-Down

One of the worst effects of Red propaganda, according to a coal mine manager, has been the achieving of a considerable decrease in a worker's production.

This manager said workers in mines under his control actually labour no more than two or three hours daily, spending the rest of the time "stalling." There has been no increase in production despite repeated wage increases and the granting of other benefits.—United Press.

Gold Mining Booms On Luzon Fields

Washington, Sept. 5.

John W. Haussermann, Philippines gold mining magnate, said today Northern Luzon's gold mining operations will be going on a 4,000 ton basis "within a few months."

The millionaire operator said the company's 1,400 ton gold producing mill is expected to be operating by late October. He said that this, combined with reconditioning of the mines, "represents an expenditure of \$3,000,000."

Haussermann said that the raising of the mill capacity to the 4,000 ton level "will cost an additional \$1,000,000." He said the purchasing of final needed equipment is "virtually complete and I hope to go to the Philippines at the earliest possible opportunity, although I have no plans for the trip at present."

Supports Bevin

Expanding his support of Mr. Bevin's proposal for the redistribution of the gold the United States has buried at Fort Knox, Haussermann said the present

Dated the 5th day of September 1947.

Deacons,
Solicitors for the Executor,
1 Des Voeux Road, C.,
Hong Kong.

NOTICE

ROYAL HONG KONG YACHT CLUB

Guest Night

Sunday 7th September. Transport from Queen's Pier half-hourly commencing 4.30 p.m.

NOTICE

Notice is hereby given that MR. ERIK F. WATTS has been appointed to sign Per Procuration with effect from 6th September, 1947.

JARDINE, MATHESON & CO., LTD.

Beten's Beauty Salons

You can trust your personal Beauty Problems — your Permanent Waves, Shampoo, Sets, Tinting, Facials, Manicure, Pedicure to Beten's expert operators. (1st floor) above Lane Crawford's. Tel. 83161.

LAMMET BROS

Auctioneers, Surveyors and Appraisers.
Pedder Building.
Telephone No. 20224.

WAR CRIMES FINDINGS

Lt. Oita Yoshihiro and Lt. Ashida Tsumoru, of the Imperial Japanese Army, were tried before No. 5 War Crimes Court during July.

They were charged that, at or near Kinkaseki Camp, Formosa, between Nov. 14, 1942 and Jan. 1944, whilst members of the Camp Staff, they were together concerned in the ill-treatment of prisoners of war in their custody.

Oita was found guilty and sentenced to eighteen months imprisonment. Ashida was acquitted.

Findings and sentences were confirmed by the General Officer Commanding Land Forces, Hong Kong on August 20, 1947.

Gendarme

Sgt. Taubota Kanji was tried before No. 5 War Crimes Court during June.

He was charged that at Tainan Station, Kempitai, Station Hong Kong, between July 1, 1943 and on or about December 31, 1944, he was concerned in the ill-treatment of Chinese civilians imprisoned in the said station causing the death of Lee Sau, Chan Hon Ying and Liu Kwai and other unidentified civilians and causing physical sufferings to others, in particular Lam Sui, Siu Lin, Siu Ying, Fong Chow, Siu Kwong, Wu, Lim Shing, Siu Chiu, Wong Fook and Eng Dong Hoi.

He was found guilty on part of the charge and sentenced to two years' imprisonment. The finding and sentence were confirmed by the General Officer Commanding Land Forces, Hong Kong, on August 20.

Investors Disappointed

New York, Sept. 4.

Investors were inclined to be disappointed by the continued foreign reference of further United States aid.

Investors will most probably wait a considerable time before any tangible evidence that Europe is actually improving—the recent and current foreign economic developments and suggestions so far as primarily aimed at cushioning the expected intensification of the economic crisis.

The growing prospects that the United States will again provide near term ship gap relief in commodity shipments to Europe are said to be causing some stock market speculators partly to switch to the commodity markets.—Reuter.

Amsterdam, Sept. 4.

Thirty-two Jewish emigrants will leave here tomorrow for South and Central America, assisted by the Hebrew Immigration Society. The society repatriated 13,047 persons in the first half of this year, including 3,527 to the United States, 3,435 to South America, 1,000 to Africa and Palestine, and 1,000 to Australia.—Reuter.

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- The correct name and address of a Company ...
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HOTEL ACCOMMODATION,
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Why Not Try The STAR HOTEL?

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NEW PLAN OF MANAGEMENT

THE ABOVE HOTEL SPECIALIZES IN RUSSIAN DISHES,
EUROPEAN & CHINESE DISHES ARE ALSO AVAILABLE.

CHIEF HARBIN WONG EX BALALAIKA

SUPPER DANCE 7.30 P.M.—12.30 A.M. NIGHTLY

REASONABLE PRICES

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AND HIS
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See Neon Sign Opposite Far East Motors.

Owing to Inclement Weather
GRAND OPENING POSTPONED
to SUNDAY, 7th September.

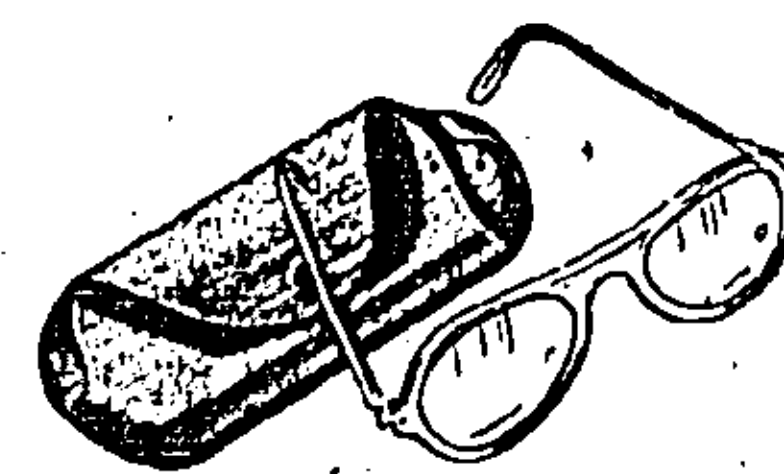
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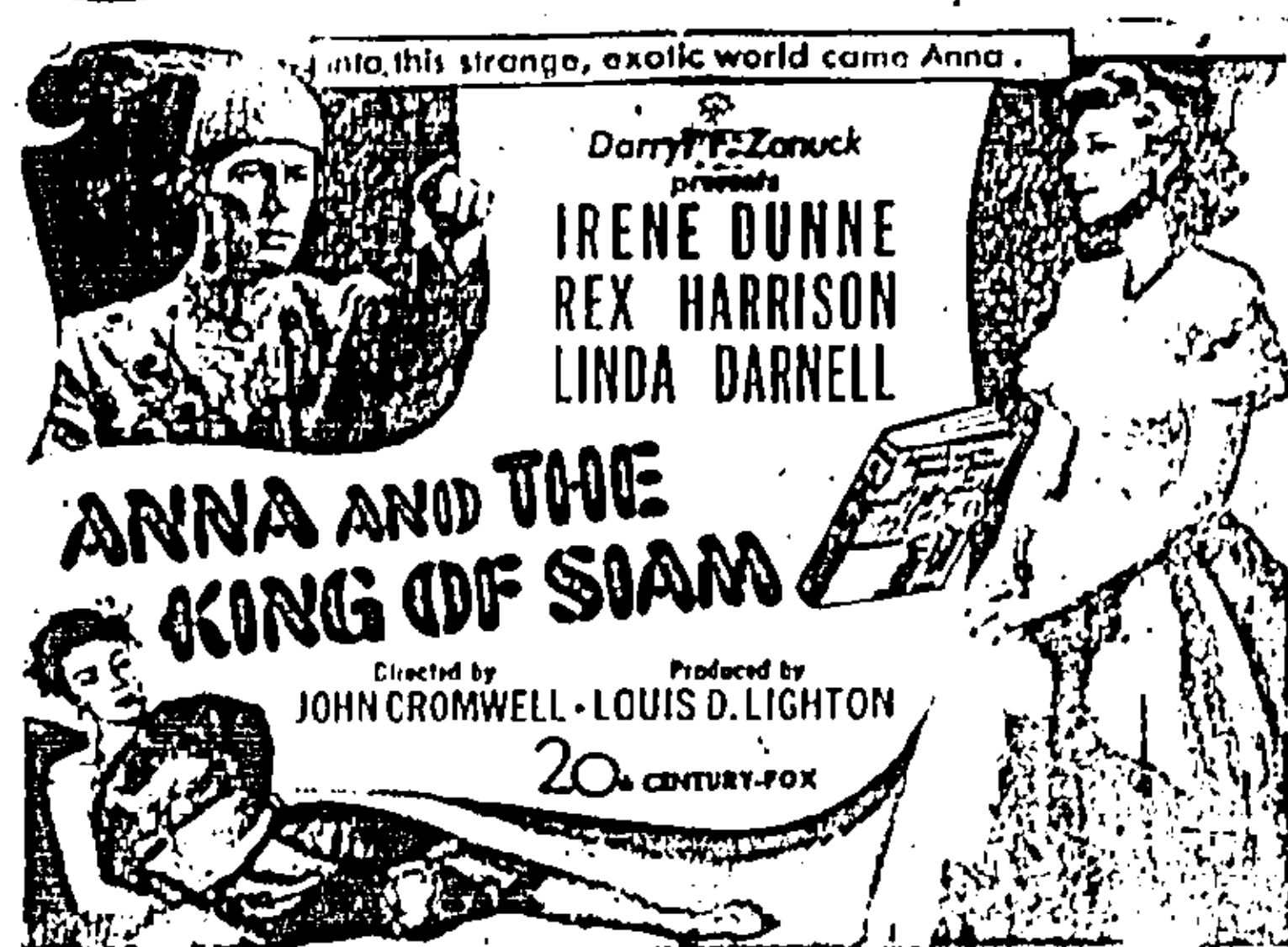
SPECIAL TIMES

QUEEN'S

At 2.30, 5.00, 7.15 & 9.30 p.m.

WINNER OF THREE ACADEMY AWARDS!

1. Best Art Direction.
2. Best Interior Decorations.
3. Best Achievements in Cinematography.



TO-MORROW MORNING AT 11.30 A.M. ONLY
WALT DISNEY'S TECHNICOLOR FEATURE

"THE THREE CABALLEROS"

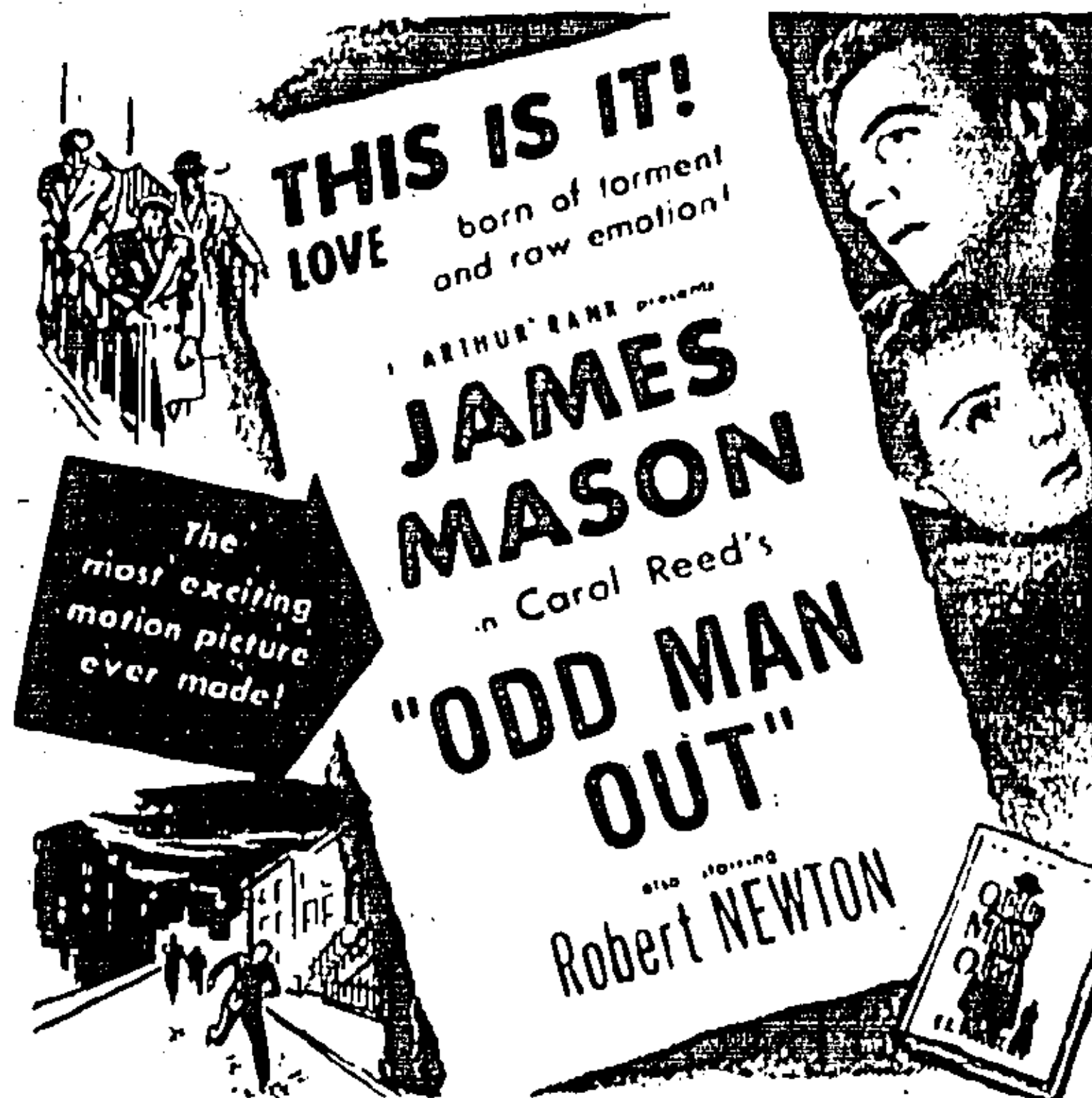
with Donald DUCK—ENTIRE NEW PRINT
An RKO Radio Release—AT REDUCED PRICES!

SHOWING TODAY

THE KING

AT 2.30, 5.15, 7.20, & 9.30 p.m.

AIR-CONDITIONED



TO-MORROW MORNING AT 11.30 A.M. ONLY

"MADAME BUTTERFLY"

Starring SYLVIA SIDNEY • CARY GRANT
CHARLIE RUGGLES—A Paramount Picture

ORIENTAL

SHOWING TO-DAY AT 2.30—5.00—7.20—9.40 p.m.

PLEASE NOTE THE CHANGE OF TIME

A Grand Musical with numerous stars in TECHNICOLOR!



SPECIAL MORNING SHOW ON SUNDAY AT 12.30
"DRUMS OF THE CONGO."

TO-DAY ONLY

VICTORY

At 2.30-5.10, 7.30 & 9.30 p.m.

LAURENCE OLIVIER • JOAN FONTAINE

In "REBECCA"

Released Thru United Artists

TO-MORROW
REMEMBER THE DAY

20th Century-Fox Picture

GENEROUS U.S. GESTURE Atomic Energy Commission's Announcement Isotopes For Medical Research

Washington, Sept. 4. The United States Atomic Energy Commission announced today that radio isotopes for medical and biological research can now be produced in sufficient quantity to permit 20 of the most important isotopes to be made available in limited amounts to qualified hospitals and research laboratories outside the United States. The announcement was published in a telegram from President Truman to the International Cancer Research Congress in St. Louis. The President termed the move a "step toward greater international cooperation in the field of medical and biological research."

The conditions to which foreign governments requesting isotopes must agree are:

- (1) To make a progress report every six months to the U.S. Atomic Energy Commission and permit their publication;
- (2) To insure that the isotopes are used for the purposes stated in the request;
- (3) To permit qualified scientists, irrespective of nationality, to visit institutions where the materials are used and to obtain information freely with respect to the purposes, methods and results of such use in accordance with well established scientific tradition.

Foreign governments whose research workers want radio isotopes will be asked to designate a representative in the United States to file requests, to receive shipments and to assume responsibility while they are in transit.

No Atomic Bombs!

The Atomic Energy Commission said no foreign government can possibly make an atomic bomb from radio active isotopes. They are regarded by many scientists as the most important and "constructive" use of atomic energy.

While it may be years before a new force can be used to produce industrial power, isotopes are already opening new avenues in cancer research. Some 30 foreign countries, including Russia, have applied for radio-active isotopes. Observers here believe that the conditions probably will be unacceptable to Russia.

To produce radio-active isotopes, scientists insert small quantities of some ordinary stable element (such as carbon) into a chain-reacting uranium or plutonium "pile." It is bombarded by ultra-high speed neutrons until it becomes radio-active. Thereafter, it gives off rays similar to radiations from natural radium or from an X-ray tube.

These radiations can be detected easily by various instruments which makes it possible for scientists to "trace" the carbon wherever it goes. This gives scientists a wealth of new information about biological processes.

Carbon is only one of 20 elements with which the Atomic Energy Commission are producing radio-active isotopes for scientific research. Others include radio-active gold used in the study of blood diseases,

potassium for diseases of the nervous system, sodium for studies of heart trouble, and calcium for research in bone and teeth formations and rickets.

Warm Gratitude

Lake Success, Sept. 4. Members of the United Nations Atomic Energy Commission, with the sole exception of Russia, joined in expressing warm gratitude to the United States for lifting the ban on export of radioactive isotopes, by products of the American atomic energy plants.

Poland, a consistent supporter of Russia's views on atomic energy, went along with the other delegates in commending the U.S. action as an extremely important contribution to the advancement of scientific and medical research.

The Russian delegate, Dmitri Shkobelstin, maintained an eloquent silence as ten other members heaped their praise on America for the action which was implemented, hardly 24 hours after it was announced, by the U.S. assignment to Australia of radioisotopes for combating disease.—United Press.

Flight Over Poles Planned

Chicago, Sept. 4. Capt. William Odom said today that he would carry between eight to 10 passengers, including "at least five scientists," on his globe-grinding flight over the Poles in November.

The November flight will include a 7,000-mile nonstop jump over the Antarctic. He will take off from Chicago and fly to Tokyo via the North Pole with New Zealand as the next stop from there.

He plans to fly over the South Pole back to either Chile or Argentina and then to Chicago. Odom said the flight would take "three or four days" and possibly a week if he had to halt for repairs.

Odom will make the flight in a B-42 "Consolidated" bomber.—United Press.

Allied Purchases In Japan

Tokyo, Sept. 5. Allied traders have completed purchases amounting to approximately US\$350,000 despite a shortage of materials and bickering over high prices, SCAP's economic and scientific section said today.

The purchases include these leaders: Miscellaneous goods \$130,000, agriculture and marine, food products \$200,000 and fabrics, \$8,000.

In the marine food products category, canned crab was high with \$140,000. The agricultural and marine food list includes herring-roe, dried bonito fish, bamboo sprouts and seasonings.

Among the fabrics were hat bodies and silks.

Antenor Back In Service

London, Sept. 4. The 1,000-ton Blue Funnel liner "Antenor," well-known in Hong Kong and other Far Eastern ports, will sail on September 10 on her first trip after re-conversion to passenger-cargo liner after serving as an armed merchant cruiser and troopship during the war. Re-fitted in Scottish shipyards, she will leave Liverpool for Australia and South Africa with typical Scottish exports—carpets and machinery.

Bowery Man Gets Away With Good Story

New York, Sept. 4. Rube Marquard, the pitcher who ran up 19 straight victories for the Giants in 1912, said he was surprised a drunken Bowery bum impersonating him could deceive an old baseball fan like the magistrate, Charles F. Murphy.

After the unkempt impersonator was booked on a drunk charge as "Richard Marquard," he tearfully "admitted" he was the one-time pitcher. He elaborated with nostalgic recollections of his fame and Judge Murphy dismissed the charges and dug down and gave the defendant five dollars.

The real Rube laughed today. He said he goes to bed every night at 9.30 and had been on the same job for 20 years—selling parimutuel tickets at racetracks.

When Mr. Murphy learned the truth, he smiled and said: "Any one who could tell a story that good is entitled to five dollars."—United Press.

Hungarian Govt. Resigns

Budapest, Sept. 4. The newly formed Hungarian Coalition Government resigned today after a revolt in the Social Democratic Party—which came third in last Sunday's election—over the alleged improper methods by the Communists to gain votes, the Hungarian News Agency reported.

At the same time M. Istvan Szelmoky, leader of the moderates in the Smallholders' Party, arrested after the election, was set free again.

M. Zoltan Tildy, the Hungarian President, tonight asked M. Lajos Dinnyes, (Smallholder) the Prime Minister and his colleagues to remain in office until a new Government was set up.—Reuter.

Punjab Horrors

New York, Sept. 4. The widely-read American magazine "Time" today devotes its India section to harrowing accounts of the Punjab disturbances and quoted a middle-aged British colonel at the Lahore airport as remarking: "Never during two days. All those atrocity yarns we used to hear, such as Germans cutting Belgian children's hands off and raping and killing women have suddenly come true in the Punjab during the last week."

Gruesome pictures of bodies of Sikhs, victims of the riots, lying around gutted buildings, illustrate the four column report. The "Time" correspondent, Robert Neville, who flew the area last week, cabled: "Refugees from Lyallpur in west Punjab say that so many Sikhs and Hindus were murdered and their bodies thrown into the canal that the canal actually had a pinkish colour for a day after."

"Moslem refugees told how Sikhs stripped and paraded Moslem women through the streets, raped them and then killed them."—Reuter.

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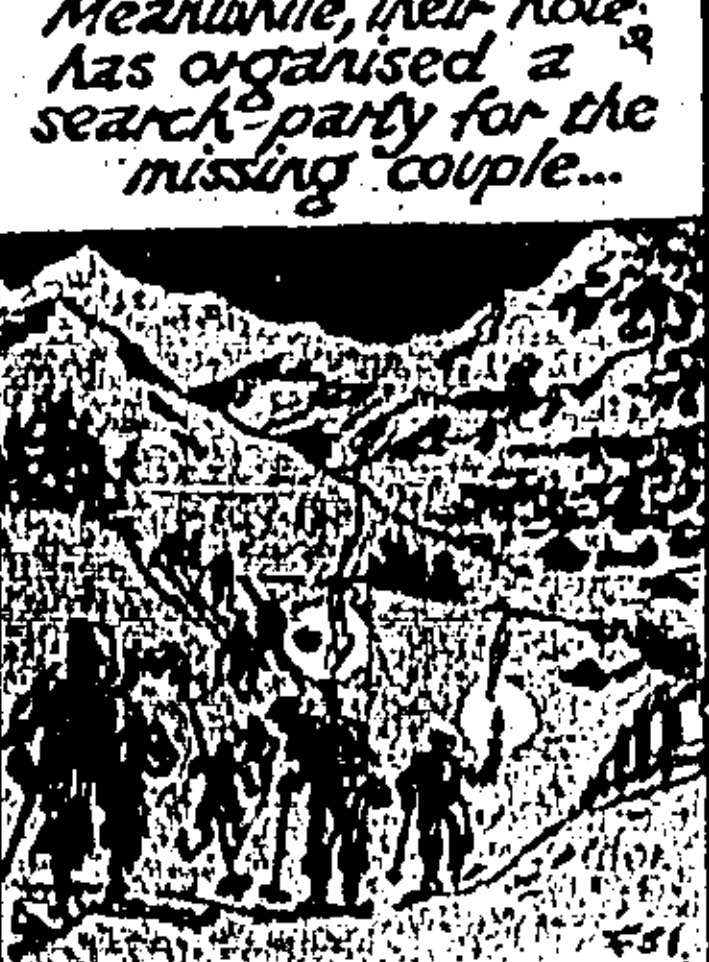
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"INTERIM PERIOD"

The world is today passing through what experts in foreign affairs call the "interim period."

That is how they describe American aid going to Greece and Turkey. That is how they explain the assistance America is prepared to give Europe under the Marshall Plan. This "interim period" refers to that uncertain period between the end of the emergency that immediately followed the war and the time when international institutions designed to bring about world economic cooperation function fully and effectively. Recognition of such a period does not represent a lack of faith in the United Nations or its institutions. Rather, it means that until those institutions are created and functioning, the world must continue to meet from day to day its responsibilities in other ways and through other channels. What it means also is that the experts considerably underestimated both the extent and character of the consequences of the war. Whereas it was hoped and expected that emergency aid could be dispensed with within two years after the end of the war, and the foundations laid by then for real international co-operation, a highly dangerous "interim period" has developed. During this "interim period," many nations are compelled to adopt short-range expedients that are foreign to its ultimate objectives.

How long will this last? Mr. Marshall in his Harvard address mentioned three or four years. Assuming everything goes smoothly (which it is not at the moment), the new International Trade Organisation now being created in Geneva cannot begin operating until 1949. The United Nations Economic Commission for Europe that is still in the organisational stage cannot, with even the best of good fortune, accomplish anything of value within the next six months. Yet, it is the next six months which are crucial with talk already arising of a special session of Congress to extend temporary aid ahead of the working out of the Marshall Plan. There is no hiding the fact that Washington officialdom holds Soviet Russia primarily responsible for the existence and indefinite continuance of what it calls this "interim period." Dean Acheson in his valedictory, speaking more freely and frankly than any American official had previously done, accused the Soviet Union of pursuing policies diametrically opposed to the very premises of international accord and recovery. Mr. Acheson's extensive list of Soviet failures to cooperate, his analysis of Soviet policy in Manchuria, in Korea, in Iran, in Greece, in the Balkans, in Italy, in the United Nations, answer why the present "interim period" exists and gives evidence of continuing indefinitely. For the layman, the semi-permanent state of crisis that characterises this period may be deplorable, but as with the statesmen, he must learn to live with it. Mr. Acheson's parting advice to the American people may help maintain the poise needed today: "Tragic as it is that we cannot achieve the whole promise which once seemed almost within our grasp, there is no excuse for not doing what we can. If our own power to help is limited, so is the power of others to impede. And with us are the great urges of individual spirits throughout the world to rebuild, in some way to push on to a better day."

So the British came in the coldest week of a bitterly cold January to take up their occupation posts. Many of them had been for months, some for years, in the tropics. The Australians had been camped almost on the Equator at sweltering Morotai. Their clothes were made for tropical temperatures, not for enduring feet of snow and chill winds from the Japan hinterland.

The barracks lacked heaters. And some of the barracks were not barracks at all, but leaking, broken-down Japanese warehouses and stables. The food was indifferent; there were no amenities.

New Experience

For the Australians and New Zealanders, the task of occupying a country after the formal conclusion of war was a brand new experience. True, some had been in Syria and Lebanon at the end of the Syrian campaign, but their stay was more in preparation for the major war against the Germans in the Western Desert.

Japan represented, in fact, a major development in the international status of both Australia and New Zealand. And it began badly. Senior officers at Kure admit that now.

There were difficulties in getting materials and labour to put the camps in reasonable order. Sometimes the American authorities in Tokyo were not as co-operative as they should have been.

During our five years of partnership of this paper we have not paid one "continental dime" to any correspondent, commercial, political, literary, or of any other class. This explicit avowal will remove any erroneous impressions—should they exist.

"Sir,—As I know your Columns are always open for the exposure of abuses and annoyances in this Colony, I would just name to you the very dangerous amusement that Mr. Duddell is permitted to practice in the Public Road—i.e. that of breaking in Horses. Last evening he was driving furiously, and in his career, Governor and his Lady in their carriage, as well as to another carriage containing two Ladies. Those Gentlemen who take their walking exercise regularly of an evening will not fail to have noticed the dangerous proceedings I now allude to. The general exclamation is, why do not the Police interfere and stop such a nuisance?"

"Can you, Mr. Editor, inform me why such conduct is permitted? My fear is that some day or other the system will have an abrupt termination, by a verdict of Man-slaughter—A PEDESTRIAN."

"A Pedestrian" has performed a public service which we have too long neglected, and for which, in name of the public, we thank him. Mr. Duddell is an old and conspicuous driver in regard to furious driving and riding, but there are others not much if at all better. We direct the attention of the Superintendent of Police to ordinance No. 14 of 1845. The duty of his subordinates is there clearly defined, and we opine that in the event of a homicide from furious riding the verdict of manslaughter should include the whole police establishment. The offence is committed almost daily, and the Constables wince at the prospect of being brought to court without a warrant look on with indifference; to the able gentleman of the Constabulary, it is the subject of mirth. They may not know their duty—it is Mr. May's duty to teach them.

EDITOR.

Canada has rejected an Argentine invitation to join in a declaration of principles on peace. Canada agreed with the Argentine objectives but said the solution of the world difficulties could be achieved better through the United Nations.

CANADA'S NO

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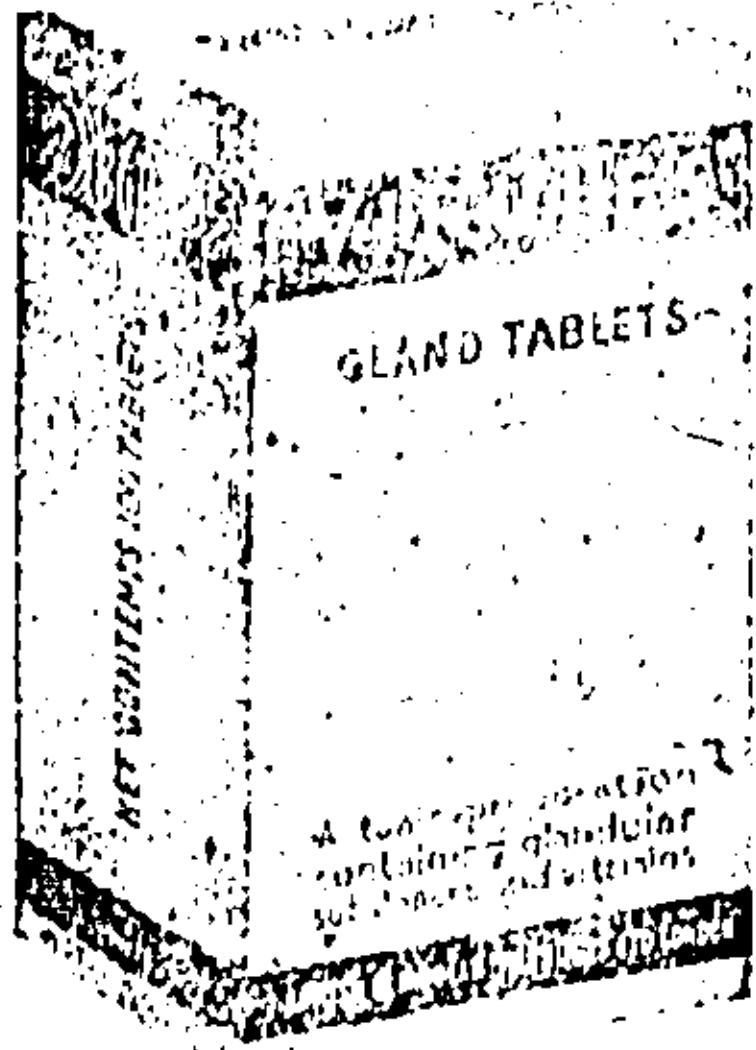
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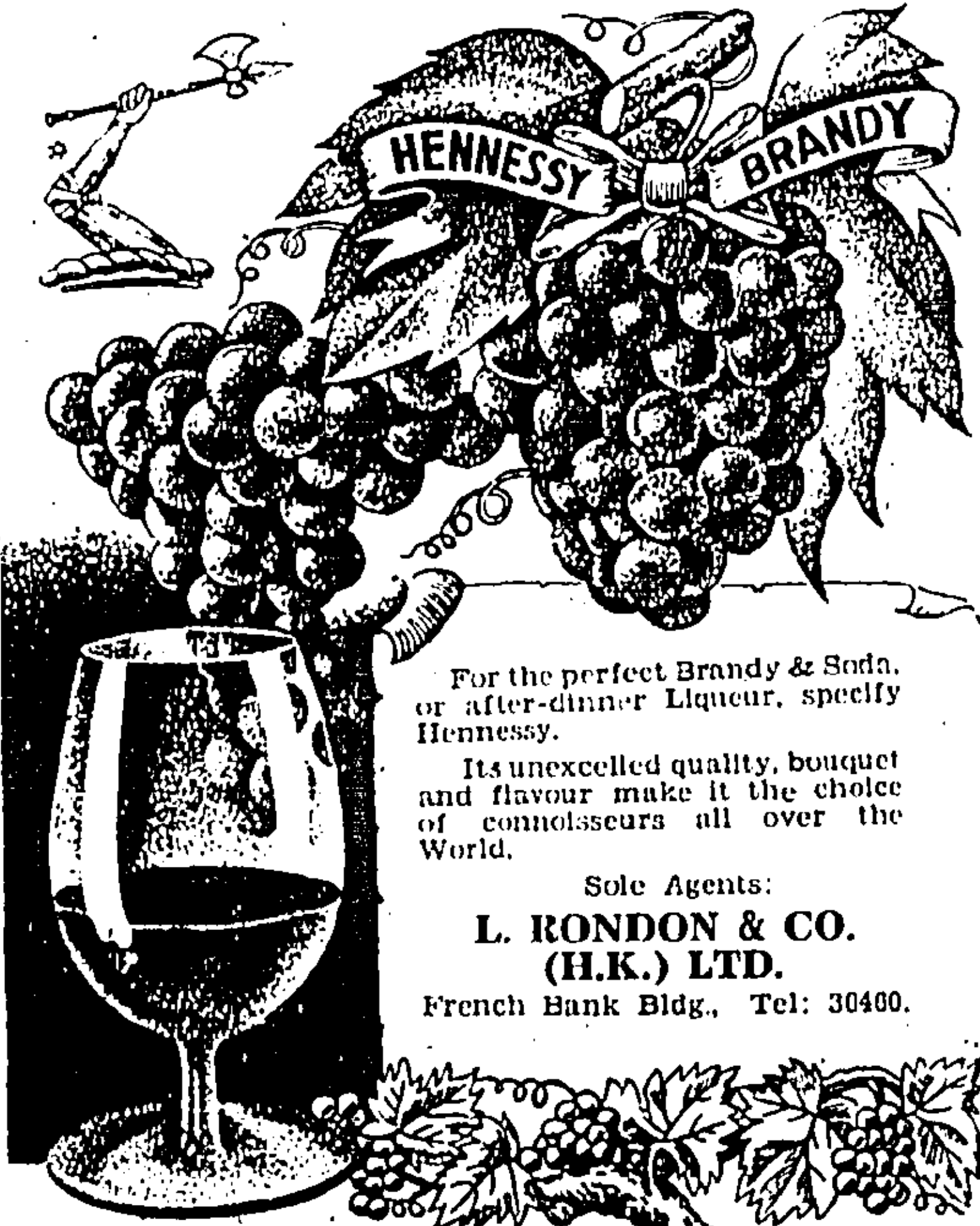
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TIME

THE WEEKLY NEWSMAGAZINE

ISSUE OF SEPTEMBER 1, 1947

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WINDSOR HOUSE

ULTIMATUM REPORT DENIED

A Polite Reminder To Jewish Welfare Groups

Might Be Grounds For Loss Of Status

Hamburg, Sept. 4.

The British authorities in Germany vigorously denied tonight a report that the military government in the British zone had given an "ultimatum" to Jewish aid organisations to leave the zone unless they were prepared to help disembark the 4,350 "Exodus" refugees, now approaching Hamburg on board three British transports.

Major-General Evelyn Fanshawe, Director of the International Relief Organisation in the zone, said that no "ultimatum" as reported had been issued to the Jews. Jewish organisations had been informed that they were in the zone under the charter for Jewish welfare and if they refused to cooperate there might be grounds for revising their status.

The British authorities had asked the Jewish relief organisations to notify the military government by 11.00 a.m. (GMT) if they intended to help the refugees, in cooperation with the military government, when the ships docked.

The British authorities and Jewish organisations agreed at a conference tonight that Jewish medical aid would be available at the camps, but not on the quays. Mr. Joseph Rosensaft, Chairman of the Central Committee of Liberated Jews in the British Zone, who made the allegation of an ultimatum at a press conference in Hamburg today, admitted afterwards that the Jewish organisations had the report only by telephone and had nothing in writing.

He alleged that five Jewish relief organisations received the "ultimatum" on Saturday through the American joint distribution committee and that it was received by telephone from a colonel in the headquarters of the displaced persons and war prisoners division at Lemgo, southwest of Hanover.

Mr. Rosensaft indicated that instructions to Jewish organisations in the British Zone to follow a non-cooperation policy had come from the Paris headquarters of the American joint distribution committee.

The Central Jewish Committee issued a long statement today accusing the British Government of "inhumanity" in sending the "Exodus" Jews to Hamburg and stating that, as a protest, Jewish agencies would not be represented when the ships docked.

French Refuse

The British Government proposed that the three Jewish refugee ships, now en route for Hamburg, should anchor at the French port of Le Havre today or tomorrow was not expected to materialise as a result of the French Prime Minister's refusal this morning to agree to the French Government making a new appeal to the refugees to settle in France, a report from Paris stated.

The proposal that the French Parliament should do so was made in a second British note sent to the French Minister of Foreign Affairs on the subject this week.

The British suggestion was deferred for decision to the French Premier, who decided that the French position was sufficiently clear and well known by the Jewish refugees and that there was therefore no reason for any new statement by France on the subject.—Reuter.

More Jews

London, Sept. 4. As the three British steamers carrying over 4,000 Jewish illegal immigrants were passing out of the English Channel on their way to Germany, more Jews were reported tonight to be trying to run the blockade into Palestine.

A Foreign Office spokesman said that two ships believed to be carrying visaless immigrants and flying the Panamanian flag had been closely watched since they left Bayonne in August. British suspicion had been aroused by the movement of the two ships—the "Paduzah" and "Northlands"—since they headed

for the eastern Mediterranean. The "Paduzah" has passed through the lands of various agents known to have handled the movements of illegal Jewish immigrants in the past.

The "Northlands" is owned by the Western Trading Company, whose "President Warfield," renamed "Exodus 1947," took to Haifa the Jews now being sent to Hamburg.

At Sea

The "Paduzah" is now at Varna, Bulgaria, just south of the Rumanian frontier. The "Northlands" is now steaming east through the Mediterranean, keeping close to the North African coast.

Both ships took on considerable provisions at Bayonne, the "Paduzah" loading 80 tons of provisions and canteen equipment for some 3,700 passengers.—Reuter.

Singapore Tragedy

Singapore, Sept. 4.

Five Chinese, three adults and two children, were burnt to death in a fire which gutted a two-storey building in a Singapore tenement area this afternoon.

Two other children were killed and another seriously injured when panic-stricken residents threw them out of the windows 35 feet down into the roadway. The child who survived was caught by a bystander as she fell.—Reuter.

Down To The Sea In A Bathyscaphe

Brussels, Sept. 3.

The Piccard-Cosyns Bathyscaphe expedition into the unknown depths of the sea will commence shortly, probably this month.

The Bathyscaphe, which will carry the scientists below the water to the unknown parts of the ocean, has already been loaded aboard the "Scaldia," the vessel commissioned by the Belgian Government to take the scientists and their "submarine" for its initial tests.

The expedition will consist of the Professors Piccard and Cosyns, chiefs and promoters of the expedition, who envisage several descents. The sphere is only large enough to hold two persons at a time. The two men in charge of the expedition will probably go down together and on following descents, one or the other will be replaced by different members of the party who are specialists in various branches of oceanic research.

Dispersed all over the world, the men of science will meet in the Gulf of Guinea. There the initial trials will take place, both in diving and in navigation. This spot has been chosen because here the sea is not especially deep, some 40 to 60 meters, with a bottom consisting of sand. Under these conditions and in the event of anything going wrong, deep-sea divers will be available and capable of giving any necessary assistance.

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Paris, Sept. 4.

A French convict who claims to know the whereabouts of hidden gold worth £200,000 belonging to the Bank of France has offered the information to the authorities in exchange for his freedom—and five per cent of the gold.

The offer was contained in a letter received by the authorities of La Rochelle Prison from a 35-year-old prisoner named Herman Balazuc.

"When I was a prisoner at Riom," he wrote, "I found myself with several Vichy officials, condemned for collaboration. They told me where they had hidden the gold of the Bank of France worth 144 million francs. I am ready to tell the Public Prosecutor at La Rochelle where this gold is in return for my liberty and five per cent of the gold."—Reuter.

HUGE SHIPPING DEAL PROPOSED: TO AID EUROPE

Paris, Sept. 4.

The West European nations, conferring here on the Marshall Proposals, plan to buy three million tons deadweight of shipping, valued at £75,000,000, from the United States between now and 1951, a spokesman of the Maritime Transport Technical Committee of the conference said tonight.

The spokesman declined to disclose how the shipping would be distributed between the European nations.

He said the aim was to present to Washington a report showing the common needs and common plans, but the report would also show the needs and plans of each country separately.

The spokesman added that the figures he was giving were provisional, though he thought they would not in fact be much changed.

Shipbuilding

Apart from the United States purchase the 16 countries planned a big programme of shipbuilding, the spokesman said.

He showed a table indicating proposed shipping development for Europe. The total shipping requirement of the 16 countries were:

Cargo: 50,500,000 tons of 1940; 50,000,000 in 1949; 49,500,000 in 1950; 49,500,000 in 1951.
Tankers: 15,100,000 tons in 1940; 16,700,000 in 1949; 16,400,000 in 1950 and 10,700,000 in 1951.—Reuter.

United Europe The Objective

Ostend, Switzerland, Sept. 3.

An international Parliament working for a United Europe is the objective of the European Parliament to convene here on September 8, 9 and 10.

Leon Maccus, former Foreign Minister for Greece, is President.

A dozen nations are to be represented. All European countries which have freely elected Parliaments are invited and as soon as Parliamentary elections in Russia and Spain are free, said Count Richard Coudenhove-Kalergi, Secretary General of the European Parliament, those nations will be invited, too.

The gathering is to be a Congress of European members of Parliament who have pledged in advance their support of European federation within the framework of the United Nations.

Coudenhove-Kalergi said a questionnaire was sent to 4,094 members of all European Parliaments asking "are you in favour of a European federation within the framework of the UN?"

Of the 4,094, affirmative answers came from 1,410. There were 42 No's. — Associated Press.

Mystery Phone Call

London, Sept. 4.

A mystery phone call received by the leading British news agency, the Press Association, tonight sent Fleet Street journalists to Downing Street, the official home of the Chancellor of the Exchequer, Mr. Hugh Dalton, for "an important press conference on the British economic situation."

All the newspapers were informed of the conference on the Press Association's tape machines, but on arriving in Downing Street the reporters found No. 11 in darkness and officials of all neighbouring Government buildings without any knowledge of such a conference.

Enquiries disclosed that the telephone message must have been a hoax.—Reuter.

WRONG IDEA

London, Sept. 3.

People in Britain must get out of their heads that there is a yawning void overseas eagerly awaiting British goods regardless of price, Sir Miles Thomas, Vice-Chairman of the Nuffield car organisation, said on arrival here from South Africa today.

"The most fatal mistake of all," he said, "would be for the Government to listen to those impractical political theorists who believe that by cutting down home production, or reducing the number of styles offered to the overseas buyers one can add to export. In that way lies industrial suicide."—Reuter.

London, Sept. 4.

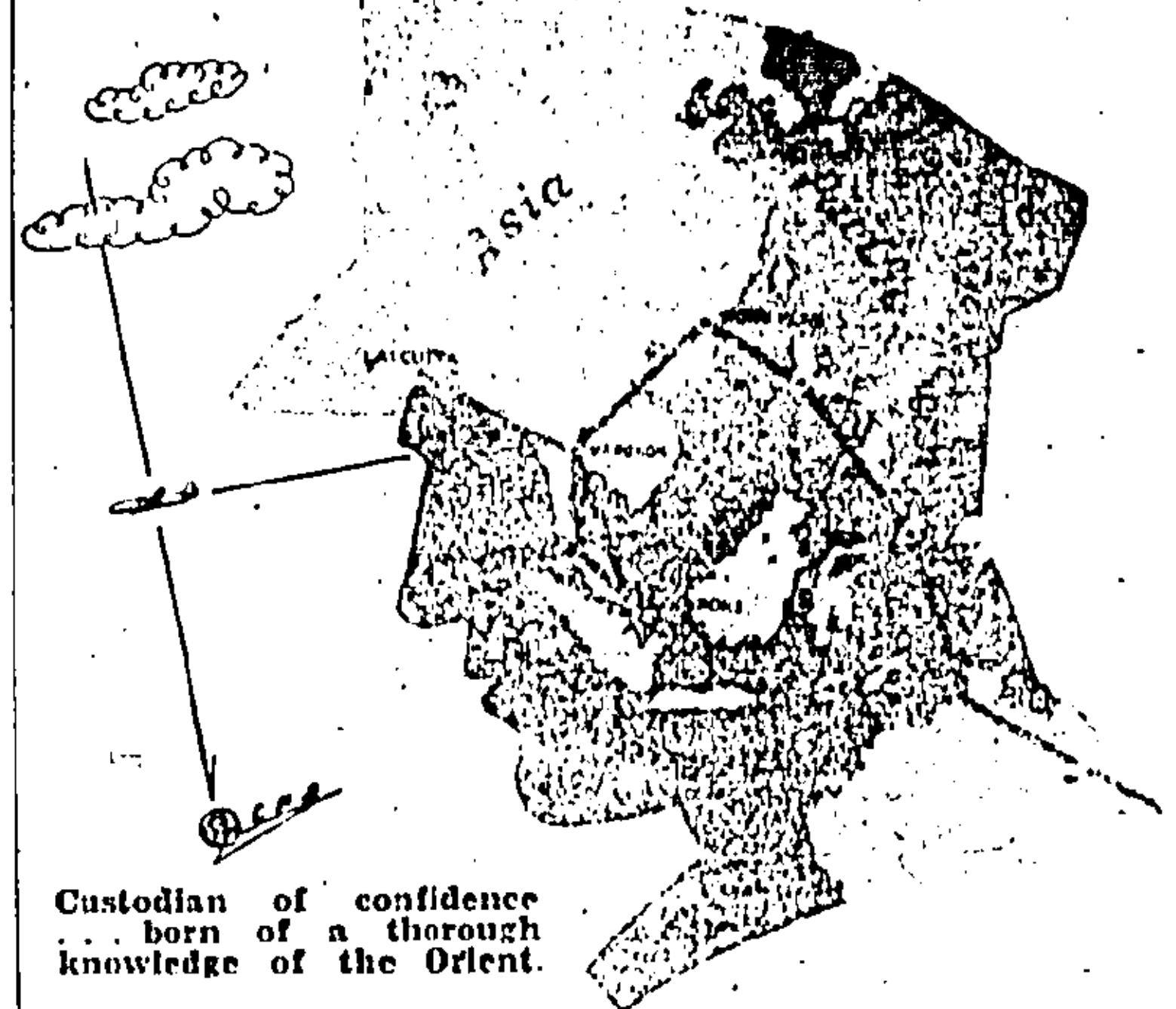
The Swiss Federal Council has decided to establish diplomatic representatives in India and Pakistan, the Swiss Radio reported today. The envoy of India would, if possible, represent Switzerland also in Afghanistan and Siam, the Radio said.—Reuter.

Berlin Epidemic

Berlin, Sept. 4.

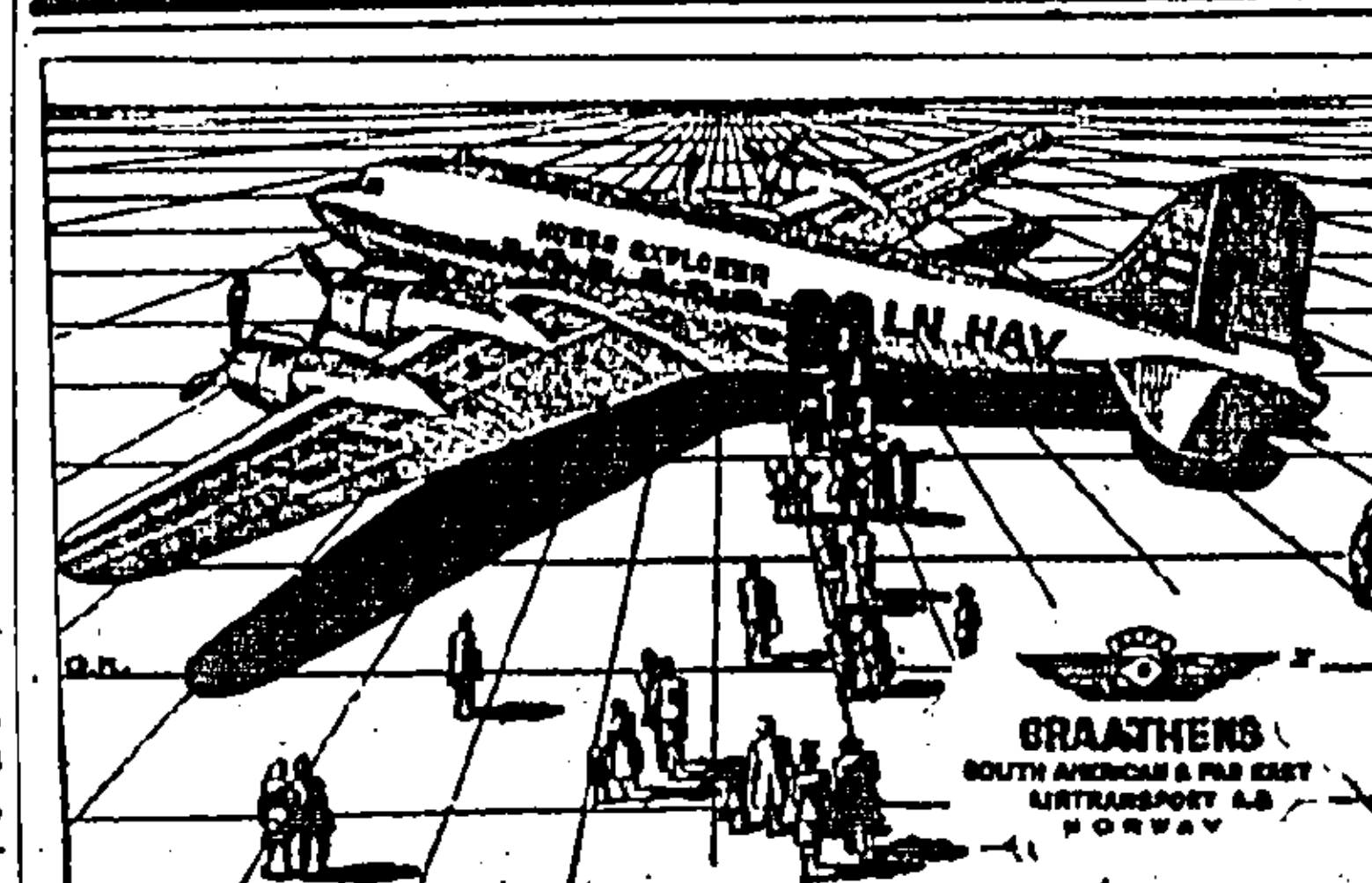
The epidemic of infantile paralysis in Berlin has reached its climax, according to an announcement published by the Health Office in the capital today.

The situation will revert to normal at the beginning of October with the setting in of colder weather, the Office estimated. Up to 311 today, 409 cases have been diagnosed and 41 deaths registered. Seventy per cent of the cases occurred in the Soviet sector.—Reuter.

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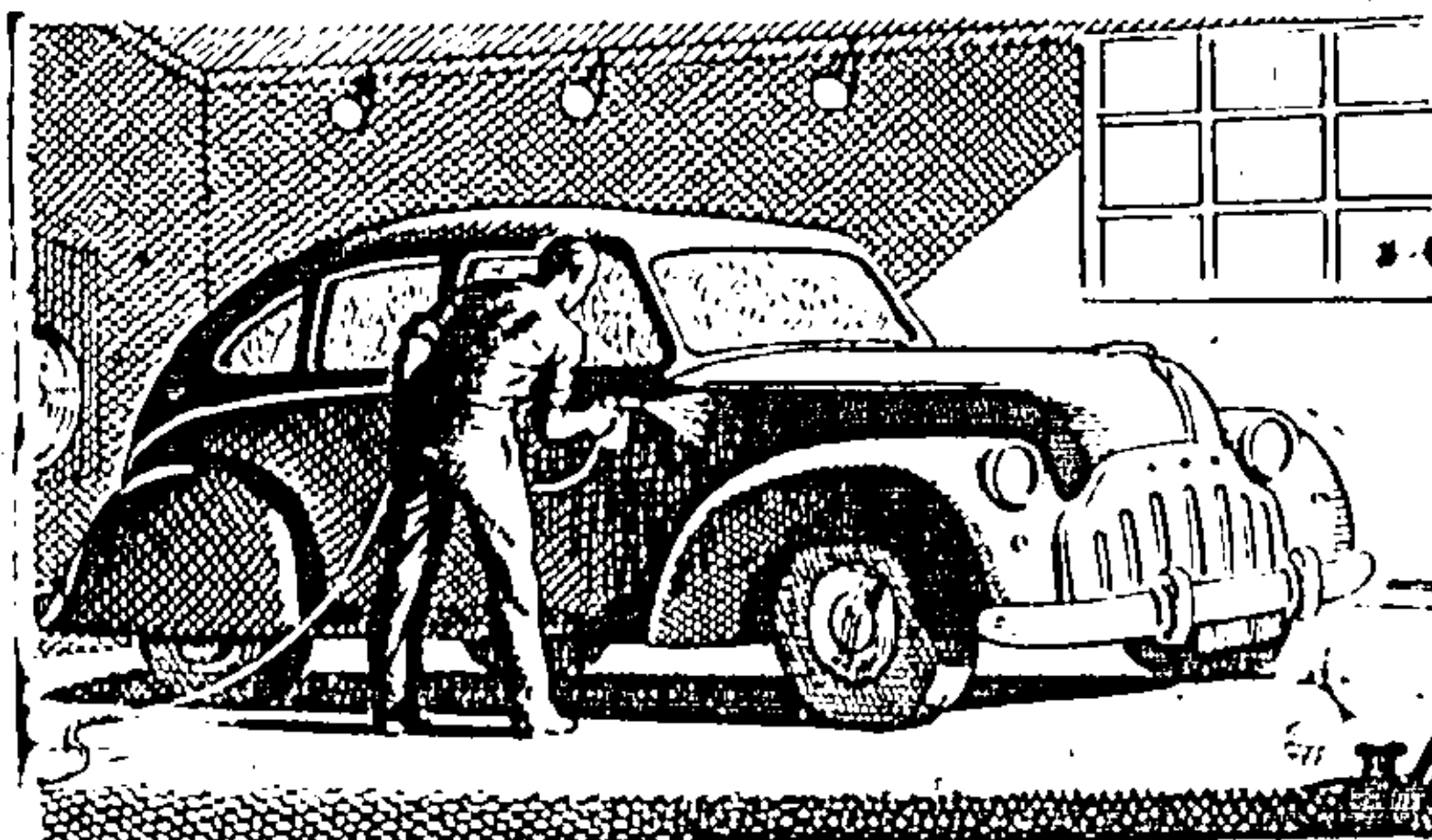
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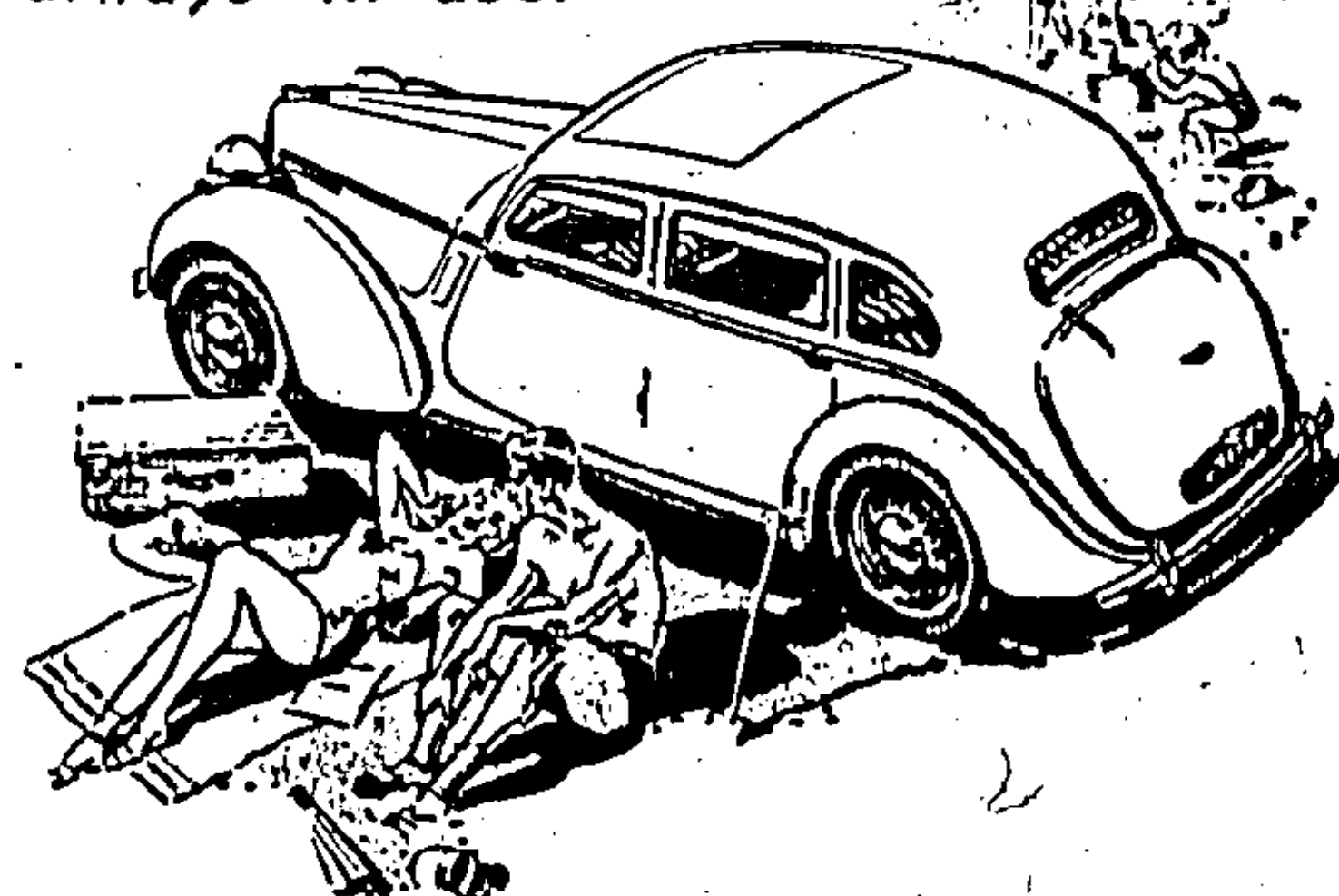
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MOTORING NEWS AND VIEWS

Road Test
No. 2:—
HILLMAN MINX

DATA

Make and Model:—Hillman Minx 4-door saloon.

Engine:—9.8 hp, 4-cylinder side-valve, developing 55 bhp at 4100 rpm; rubber-cushioned mounting; down-draught carburettor.

Clutch and Transmission:—New type control clutch, with compensated operating mechanism. Four-speed synchromesh gearbox.

Ignition:—Coil and battery; automatic advance and retard. Sparking:—Semi-elliptic springs, with luxury piston-type pressure recuperating shock absorbers; anti-sway bar fitted at rear.

Brakes:—Bendix duo-servo; handbrake operates on all four wheels.

Dimensions, etc.:—Wheelbase, 7 ft. 6 in. Turning circle, 36 ft. Overall length, 12 ft. 10 in.; width, 5 ft. 0 1/2 in.; height, 5 ft. 2 1/2 in.

Tyres:—Dunlop, extra low pressure, large section (5.00 x 16 in.).

Local Agents:—Gilman & Co.



High among the factors which motivate the average Hong Kong motorist in his choice of a car are reliability, durability and economy of running combined with a good performance both in traffic and on the hills. A road test of a new Hillman "Minx" soon showed why this particular make is so popular both with private motorists and with the major taxicab companies on the Mainland (for both seek, basically, the same qualities in a car).

The venue for the test (round the New Territories in an anti-clockwise direction) is almost perfect for the purpose, providing as it does motoring both in traffic and in the country, along the flat and up and down hill, with straight stretches and corners that seem to keep going round indefinitely, and road surfaces varying from good to fair.

As this was a brand new car, no attempt, of course, was made to get maximum performance figures. "Flogging" would have been most unfair to the car itself—as well as to Gilman's, through whose courtesy the test was made possible. It is simple enough to keep the revs down when going up and down through the gears, but one had to keep a constant eye on the speedometer when ambling along in top on the flat, as the combination of a quiet engine and comparatively high top gear made it only too easy to start drifting above the 30 mph mark.

Perhaps one's first impression is that of absolute control of the car at all times and over all surfaces. Steering is light enough to require no conscious effort; yet it is positive and the car shows no tendency to waver or jump about the road.

Cornering is a delight—the old cliché about running on rails comes instantly to mind. Part of the credit for this goes to the anti-sway bar at the rear, which gives balanced and pronounced even riding at all speeds and through both left and right hand curves. Heeling seemed almost non-existent. The hydraulic shock absorbers were on their toes the whole time and in combination with "all-round half-elliptic" springing gave one a cushioned ride without any of that "over the bounding Main" feeling certain American cars indulge in.

Steering

The steering wheel—which self-centres smoothly and quickly—is not affected by road surfaces to any appreciable extent. Pot-holes were avoided where possible and taken at slow speed. On one occasion, this was impossible—but there was no kick or other reaction at the steering wheel.

The new "Minx" is about 1 cwt. lighter than previous models. The engine develops some 35 brake-horsepower at 4100 revs per minute, so it was no surprise to find instant response to throttle alterations. The top-gear ratio of 5.22 and the elimination of deadweight in the new "Minx" are an almost ideal combination for the local motoring. Indeed, the lazy driver can almost forget the gearbox once he has got

A New Era In Car Production

By Laurence Pomeroy

From 1919 to 1946, the design of all British cars was greatly influenced by a tax based on the piston area of the engine. A formula was used which meant in effect that for every two square inches of piston-area the car was rated at 1 hp., and for the greater part of the time during which this tax was applied, £1 was exacted for every horse-power of engine.

The effective power on the test bed was considerably higher. A well-designed engine could develop 2 hp. for every square inch of piston-area—that is to say, the real horsepower was four times the nominal horsepower. As between one engine and another, however, taxation by piston-area was theoretically sound.

In practice, this tax led to the construction of engines running at high piston speeds and liable to excessive wear and tear in an endeavour to get the maximum real power with the minimum of tax penalty. For this reason the basis was changed in 1947, £10 being taken for every litre (or 16 cubic inches) of engine capacity. This gave the designer greater freedom but enforced a serious penalty on the larger cars.

The whole of these difficulties have now been swept away and in future British cars will be uniformly taxed on the basis of £10 per annum. For the first time since the end of World War I, British manufacturers, therefore, will be able to use any size or shape of engine which they feel will best meet the technical requirements quite untrammelled by any complications of taxation.

It is scarcely possible to exaggerate the influence that this will have, but it must be realised that a substantial time interval must elapse before the

through to top and it is only on really steep hills that he will need to go below third.

Bottom can be ignored most of the time—save, say, when starting from rest on a hill, with a full load on board. Some difficulty may be found in going from reverse straight into second; this is not a defect, however, but an inherent feature of synchromesh gearboxes and is due to the fact that the cones are designed to work when the shaft is rotating. Incidentally, the Minx has a well-balanced gearbox, fairly stiff yet fast; changing down is child's play.

A Boon



One fitting boon on the "Minx" is a boon to summer motorists in the Colony—the two gentle ventilators fitted on either side, just forward of the front doors. These really do scoop in the cool breezes. With the sliding roof back and the windscreen opened, till it is practically horizontal, one has a really cool drive—a welcome change from cars whose windcreens open only a few inches and which have one bonnet ventilator at the most—or, more often than not, dispense with it entirely.

The Spartan-like dashboard took one back for a moment—especially after some of the chromium-plated "Wurlitzers" that are fitted these days. There is, for instance, no oil-pressure gauge or ammeter. On the other hand, the austere fascia tells the average motorist all he wants to know—in the case of the "Minx" one might almost say all he needs to know!

For the "Minx" is essentially a car for the unassuming motorist—the man who doesn't know (and doesn't want to know) the difference between a gudgeon pin and a tappet guide, but who does want a car that will get him about his business without fuss or bother and with a fair turn of speed, who is willing to forego the palace-like dimensions of a bigger car in favour of manoeuvrability and economy in running—in short, the man who wants a good, light car.

In addition, in the "Minx" he gets a car which seems to have as much head and room as any other in its class, yet at the same time has the fine lines and proportions—the latter is the important word—of what might be called the "full-sized" car.

Entirely new designs, not only of engines, but also for cars as a whole, will have to be brought forward and it will obviously be two or three years before this can be effected. Changes in fact, will come in two stages.

During the course of the next two years a number of alternative engine sizes which are now available in the same chassis will be eliminated. For example, one British constructor now offers virtually the same car with three different engine sizes which are obtained simply by varying the diameter of the cylinder and piston size. The same car appears again, but in a slightly altered form, with a four-cylinder engine, and it is likely that in future not more than two, and possibly only one model will be manufactured with useful savings in production costs and easier service.

This particular constructor is by no means unique. Seven others offer alternative engine sizes with little or no change in the rest of the design and all of these can be expected to eliminate the variations, most of them probably continuing with the larger or largest size available.

Simple

In these cases the effects of change in taxation are simple and present no difficult technical or commercial problems. In other cases the matter is more complicated. The whole commercial basis at a multiplicity of models has been the acute sensitiveness of the British buying public to small changes in annual tax.

A number of companies, for example, produce cars of 8, 10 and 12 h.p. (say 900 cc., 1,200 cc., and 1,600 cc.) each one of which is specifically designed to give the best results with that particular size of engine. There are few common parts used. The problem in future will be to decide which size or sizes are really required. The economy of the very small car will still prove an attraction as the petrol tax remains a substantial factor, and the smaller the car, the lower the first cost. On the other hand, purchasers doubtless will welcome the opportunity of buying a somewhat larger car without increasing their annual tax payment.

The answer to these questions will almost certainly lie in the production of fewer engine types having considerably greater variations in capacity than has hitherto been the case. The future structure of the industry will probably be built around four principal engine sizes.

The smallest of these will be between 600 and 700 cc. providing approximately 20 b.h.p.; adequate power for a really small two-seater car. This in turn would have a ready market on account of its exceedingly low petrol consumption and convenience for town work and short rural journeys.

Small Cars

Small four-seater cars will be provided with four-cylinder engines between 1,000 and 1,400 cc., developing about 35 b.h.p. This class, having adequate power for normal British needs and a potential fuel consumption of 40 m.p.g., may well prove the largest seller, as it will take the place of both 8 and 10 h.p. types which have in the past jointly represented 50 per cent. of British production.

A four-cylinder engine will also be used for a somewhat larger type of car capable of seating five in comfort; offer-

ing maximum speeds of around 75 m.p.h. This kind of vehicle will have an engine of between 1,500 and 1,800 cc. developing between 55 and 70 h.p. Under a rationalised production programme the larger companies will probably produce a six-cylinder variation having a capacity of between 2-1/4 and 2-7/8 litres and developing between 70 and 90 b.h.p.

These two larger sizes of car will prove effective competitors with the United States designed models on the score of performance and of a superior economy. It is impracticable that they will be built to such large dimensions, as overall length and width are restricted, not only in England, but throughout Europe by available garage space and the narrowness of the roads.

The really large car, therefore, will continue to be made in only limited quantities.

There will be no possibility of linking the engine design to the smaller models in larger scale production, and it is likely that the next step above 2-1/2 litres and say 80 b.h.p. will be engines of between four and five litres developing between 120 and 150 b.h.p.

These almost certainly will have straight eight engines and it is known that a number of constructors have this type under development.

NAMES

Names, associated with the Battle of Britain are to be borne by new locomotives of the Southern Railway in honor of the men and their machines who fought in the skies above where the new engines will operate.

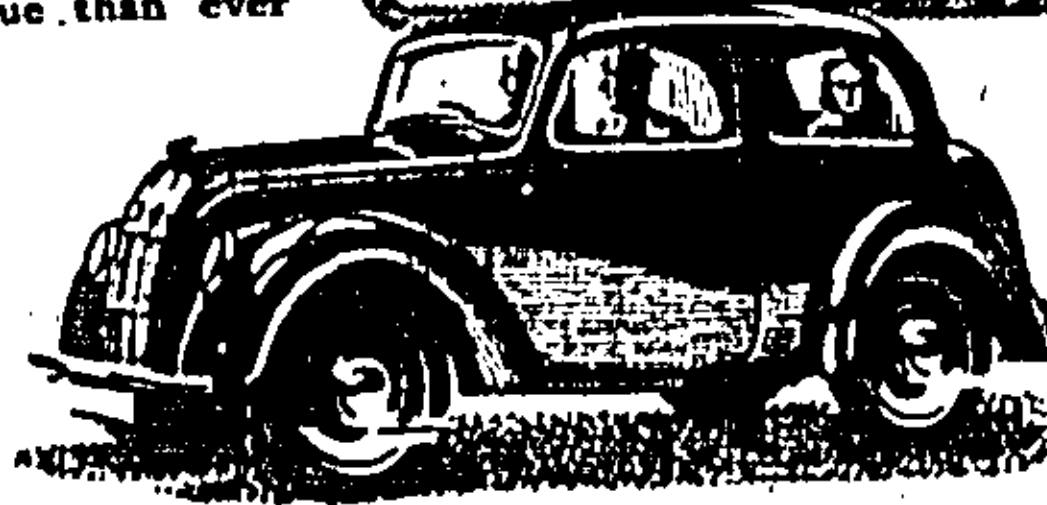
First four engines, to be completed will be named after especially prominent figures in those 1940 days—Winston Churchill, Lord Dowding, Sir Keith Park, and Lord Beaverbrook.

Other names will include Spitfire, Hurricane, and Fighter Pilot, Arcones, such as Biggin Hill, Manston, and Croydon, also will have an engine named after them.

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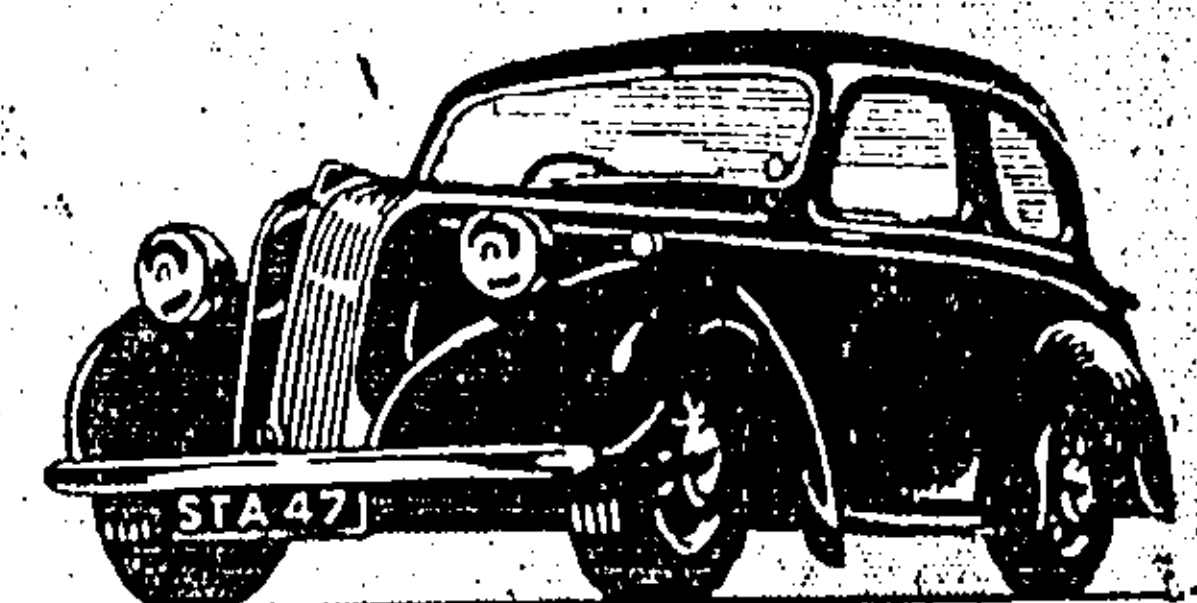
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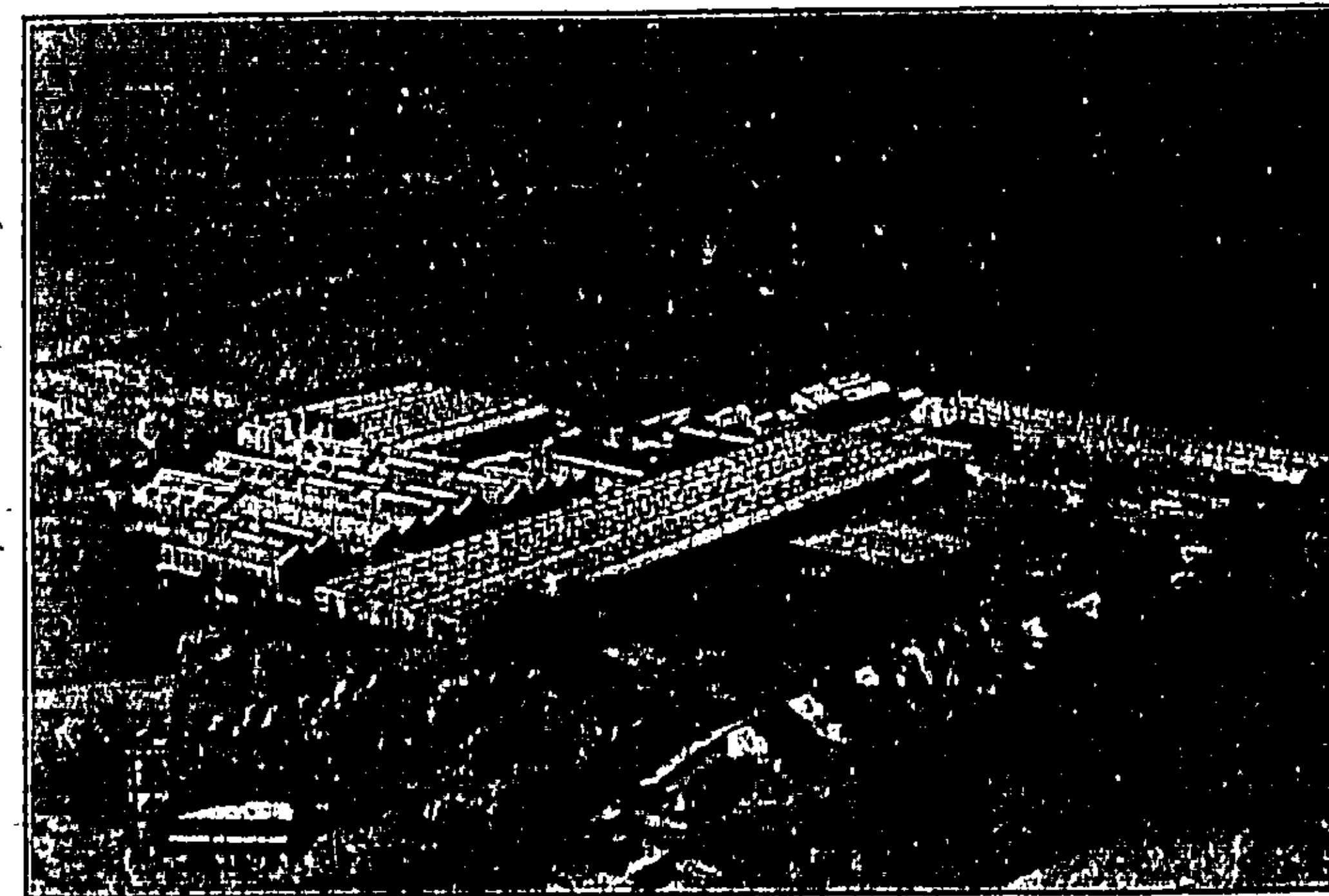


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In 1920, the name of the Company was changed to Ferodo Limited and such was the demand for Ferodo Brakes and Clutch Linings that an entirely new factory had to be built in 1921. In 1929 the volume of output had so increased that the factory area had to be doubled and further extensions were made in 1939.

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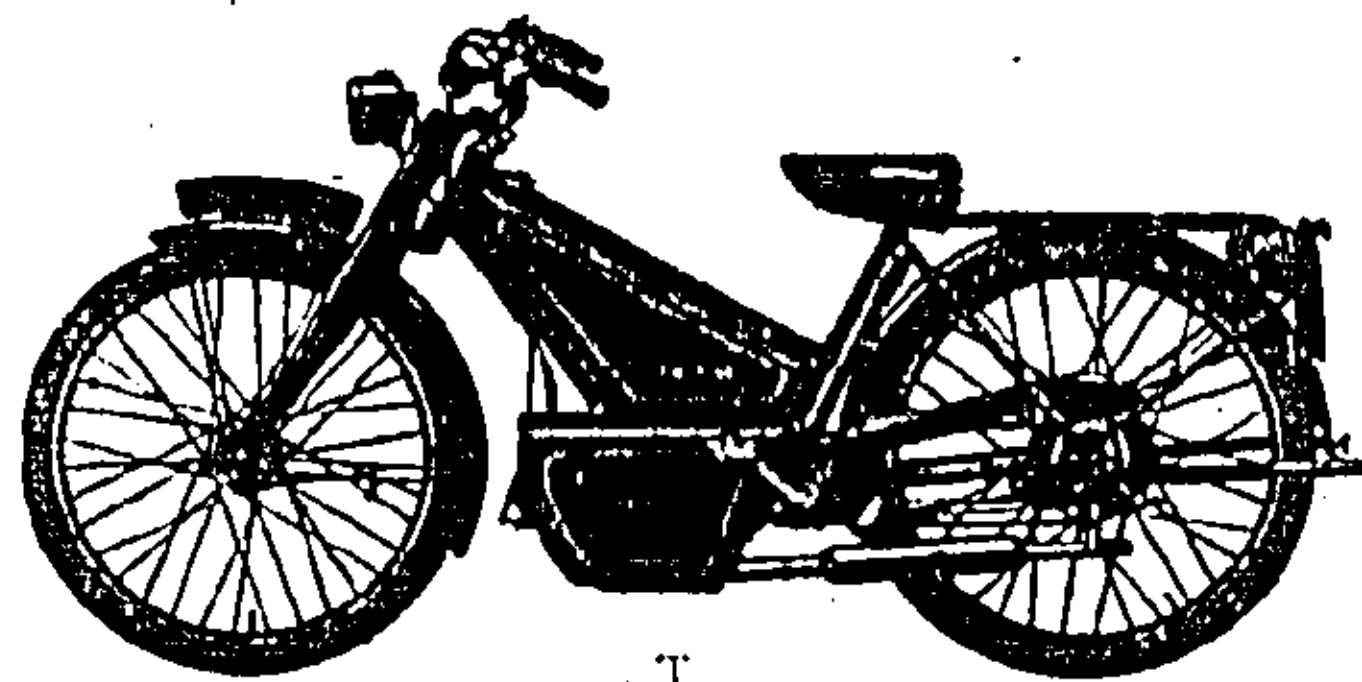
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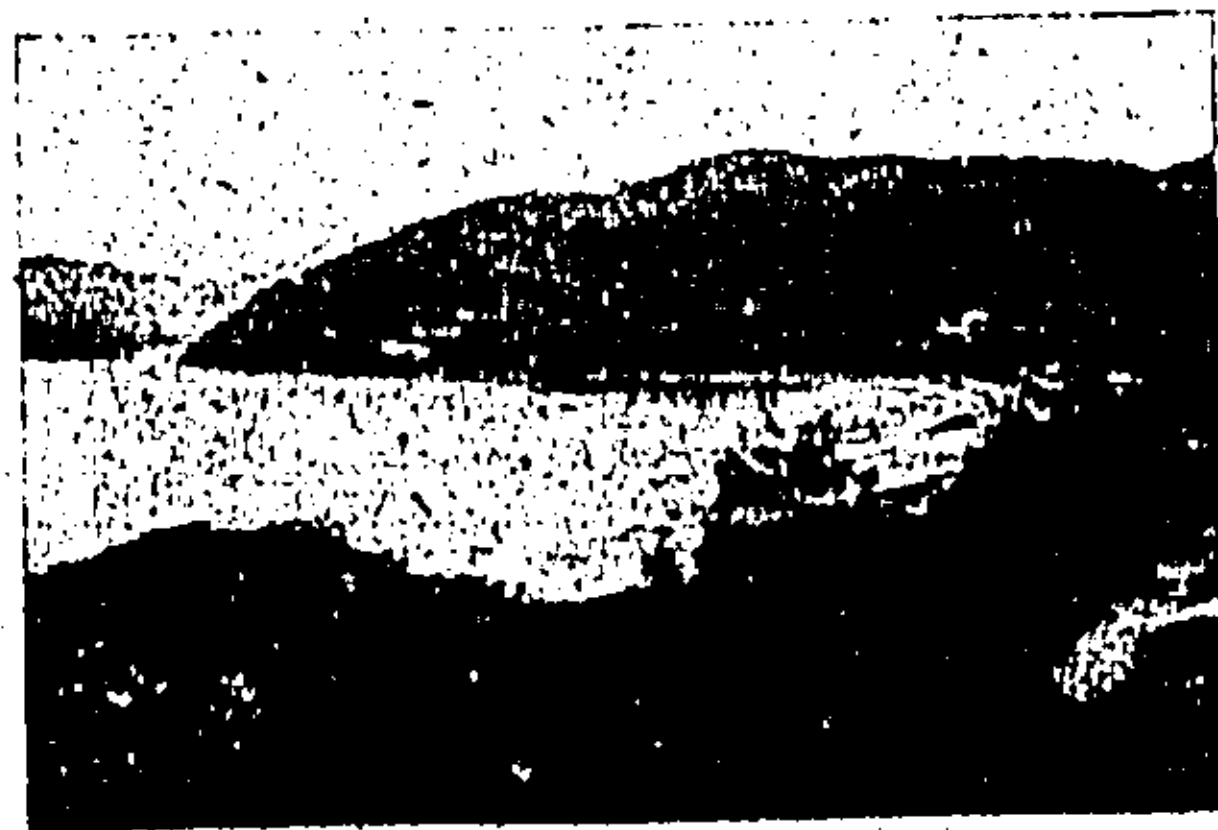
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Motoring News And Views: Continued from Page Eight

THE "STAR" FERRY CIRCUS

Kowloon Headache

One of Kowloon's major traffic problems is provided by the extremely congested approach to the "Star Ferry" wharf at Tsimshatsui. This is now under study by the Traffic Department and among the schemes under consideration is, no doubt, one put forward by the Kowloon Residents Association.

As reported last week, the KRA Traffic Sub-Committee has been carrying out an exhaustive study of traffic conditions and problems on the Mainland. A special analysis has been made of those prevailing at the Ferry "Circus" and a scheme evolved aimed at providing a smoother flow for traffic of all types—pedestrian, taxi, private car, rickshaw, bus and lorry.

Basically, the scheme calls for several lines of traffic—ranging from taxis and rickshaws dropping and picking up fares to two types of parking for private cars (those with drivers waiting for arrivals by the Kowloon-Canton Railway, and those without drivers and which, at the moment, are deprived of pre-war parking facilities in the area adjacent to the Fire Station).

A major change is embodied in the suggestion that the most difficult phase be eliminated entirely—that caused by lorries going to and from the K.C.R. loading yards. At the moment, these vehicles use the entrance through the verandah of the Ferry Wharf.

This is largely a post-war innovation and it is suggested that all commercial lorries travelling to and from the loading yards should revert to the use of the entrance on Salisbury Road, east of the Nathan Road junction.

Salisbury Road is not only much wider at this point but the amount of traffic is considerably less.

Five Lanes

The second major point in the "K.R.A. Plan" calls for five distinct traffic lanes at the Ferry Wharf.

This involves alterations to the pedestrian approach pavement. This would be lengthened at the north end to leave only bicycle or rickshaw approach between the pavement and the colonnade at the entrance to the railway station. If, at the same time, it is cut at the south end, traffic leaving the railway station will be able to join the

main stream of traffic in the easiest and safest manner. In place of the present jumble, it is planned that there should be but a single-line taxi-rank, of some 18 vehicles, along the west side of the existing rail. These would pick up passengers in rotation under the suggested extended and widened awning from the Ferry Pier.

A feeder taxi park could be arranged elsewhere—say, on the south side of Salisbury Road somewhere between the Post Office and Nathan Road.

To the west of the taxi rank, parking space D, in the diagram could then be provided for 14 private cars with drivers. These would be parked in echelon formation, in marked spaces, and parking time should be strictly limited by the Police to a maximum of 20 minutes.

Private motorists—some 25 of them, anyway—could be accommodated in the car-park arranged on the north side of the road, in front of the row of shops which backs onto the Kowloon Wharf. This would be a temporary expedient until the car park further down the road by the Fire Station is fully reinstated.

Under this plan, the five main streams of traffic through the extended awning, and reading from the Pier end outwards, would be buses, through traffic (from the Railway station), private cars (c) and two lines of taxis (A and B).

Rickshaws
The confusion and danger caused at the moment by rickshaws attempting to join or cross the main stream of motor traffic would, it is suggested, be over-method of ranking—i.e. they should leave by the northern end of the rank (R) instead of the southern end as at present. This would take them out beyond the bus station and would cause no inconvenience to the travelling public.

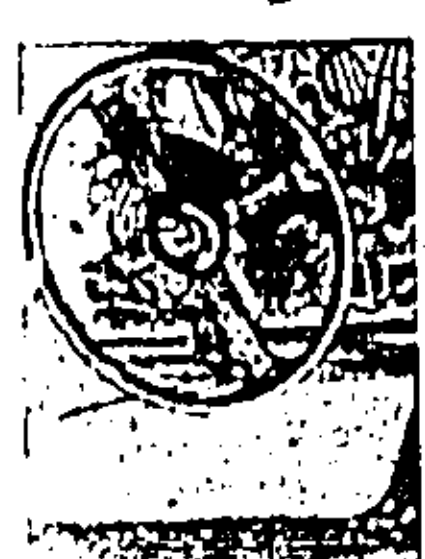
One other change concerns the Traffic Beacon at the junction of Canton and Salisbury Roads. At the moment, it is in a north-and-south line with the eastern edge of Canton Road, so that traffic proceeding down the road to the Ferry is forced to make a "U-turn" in the direct stream of other traffic.

If this were moved a few feet closer to the Kowloon Wharf—i.e. until it was in a north-and-south line with the western edge of Canton Road—this difficulty would be eliminated.

Policing
The success of the plan naturally entails strict Police supervision, particularly in the early months.

Observation has shown that the presence of a European

Hong Kong Motorist's Diary



I have often wondered why there are not more accidents on the New Territory roads. There must be countless near-accidents every day. Trucks and buses are the chief offenders, as the drivers of some of these vehicles seem to have no regard whatever for other road users. Drivers of some private cars, as well as Service vehicles, are also to blame. Readers will no doubt begin to think that I am continually looking for faults to find in the other fellow's driving. Far from it. But it has occurred to me that perhaps I am more critical than others. Last week, however, a friend, who has not driven in the New Territories since 1941, drove right round, and he told me he was amazed at the utterly careless and reckless driving encountered by him.

He saw many trucks which seemed to be overloaded, many trucks carrying more than the six allowed by regulations, many instances of careless dangerous driving, but not once did he see a police traffic patrol. The only police he saw were several constables having a smoke by the roadside, but they were not traffic police, and dangerous driving would not concern them at all.

Driving in Hongkong one does not see such bad driving. Perhaps this is due to the fact that the roads are more crowded, and drivers, realising this, are consequently more on the alert. My friend remarked that on the roads here it seems to be everyone for himself, post-war road courtesy being very much conspicuous by its absence.



If the Hong Kong Automobile Association could get going soon it would improve members at least with a better sense of (Continued at foot of next Col.)

Police Officer is an absolute necessity. In his absence, Chinese constables on traffic duty are prone to be slack, with the result that at times there is utter confusion and a complete absence of control.

Any new scheme of this, or similar, nature will naturally require a considerable amount of re-education of the travelling public. The K.R.A. accordingly has urgently recommended that should all or part of its scheme be adopted a European officer should be put in charge of the "circus" for a minimum period of three months.

Britain Copies American Models

Many of Britain's new cars being designed for the 1948 Motor Show will look like miniature American models.

Car lights are being sunk into wings in the style of American flush-fitting headlamps. These are going to appear as neatly as the small, popular types of cars.

Luxury cars of the Rolls-Royce type are sticking to the orthodox externally-mounted chromium headlamp, which adds dignity and beauty.

The rear-end styling of the new cars also follows the American trend of design, with a multiplicity of built-in tail-fins, number plate illumination, and so on.

Doors also follow the modern pattern. The new models will have front and rear doors that open as part of the wings. A few of the new cars are adopting the flat-sided body, which covers both wheels on each side.

The advantage of this type of body is that it gives the maximum inside room for passengers.

Sun roofs are disappearing from many models. Gear levers are coming off the floor up to the top of the steering column.

round cooperation. I have noticed quite often that any driver who belongs to an automobile association and displays the badge on his car, does try to do his little bit by driving more carefully, or by showing more courtesy on the road. Road patrols of the H.K.A.A. are missed by many owner drivers in Hongkong.

Enough about bad driving. Going across the vehicular ferry the other day, I saw a long line of loaded trucks waiting their turn. On questioning some of them, I was told that very often they had to wait for three, four, five or six ferries, before they could cross. What a waste of time and money! These trucks, representing thousands of dollars of capital invested, load up on one side of the harbour and take most of the remainder of the day waiting to cross over the harbour and back. If figures were closely checked, it might be found that it would almost pay for shippers to take junks to ferry their goods across. At least, there would not be the cost of an expensive truck waiting.

It is now two years since the re-occupation. Surely that is long enough to enable any company to get something going? If ferries cannot be built or repaired, what about using some war surplus ships and converting them? Landing barges could be used. But that is the trouble with Hongkong. The public has to pay every time, and grin and bear it. The companies who have the monopoly or franchises for public services seem to do as they like. What is needed, and needed very badly, in Hongkong, is a little good, healthy competition. Public services would then be public services, but with present charges, there would also be a good return on capital invested.

Manila's Traffic Problems

One look at Manila's congested traffic is enough to lead one to conclude that the city has been fully rehabilitated as far as transportation is concerned. And such a conclusion would be more than right, writes O. A. Santos, the United Press correspondent there.

At the outbreak of the war, Manila had 20,634 vehicles—cars, trucks and motor cycles included. Now it has 29,726, plus jeeps, weapons carriers, and other military vehicles—an increase of 8,993.

This increase becomes more significant when one considers the fact that in 1945 only 9,760 of the city's pre-war vehicular population remained after three years of looting by the Japanese and after the battle for Manila; and still more significant when several hundreds more are added in the buses that ply between Manila and the provinces.

Although the growing number of vehicles has been causing much discomfort to motor-

ists in the city, it has given impetus to a chain of employment to thousands of otherwise unemployed men, women and even children. Included in this category are professional drivers, conductors, conductresses, mechanics, gasoline station operators and attendants, road builders and many others.

The newboys, who by experience have learned to post themselves in thoroughfares likely to be jammed, which are almost anywhere in mid-Manila, are selling more papers in less time.

ROYAL CARS

His Majesty the King recently ordered two Straight Eight "Daimler" cars with Hooper bodywork. One of them, His Majesty's State car, an emblem depicting Britannia on the globe is carried on the radiator cap. The two Royal "Lanchesters" carry the Lion, and all the other Royal cars carry the RAC badge only.

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N.B. Each person will be entitled to an extra pound of butter on this month's rations.

Suitable containers must be brought for Flour & Sugar.

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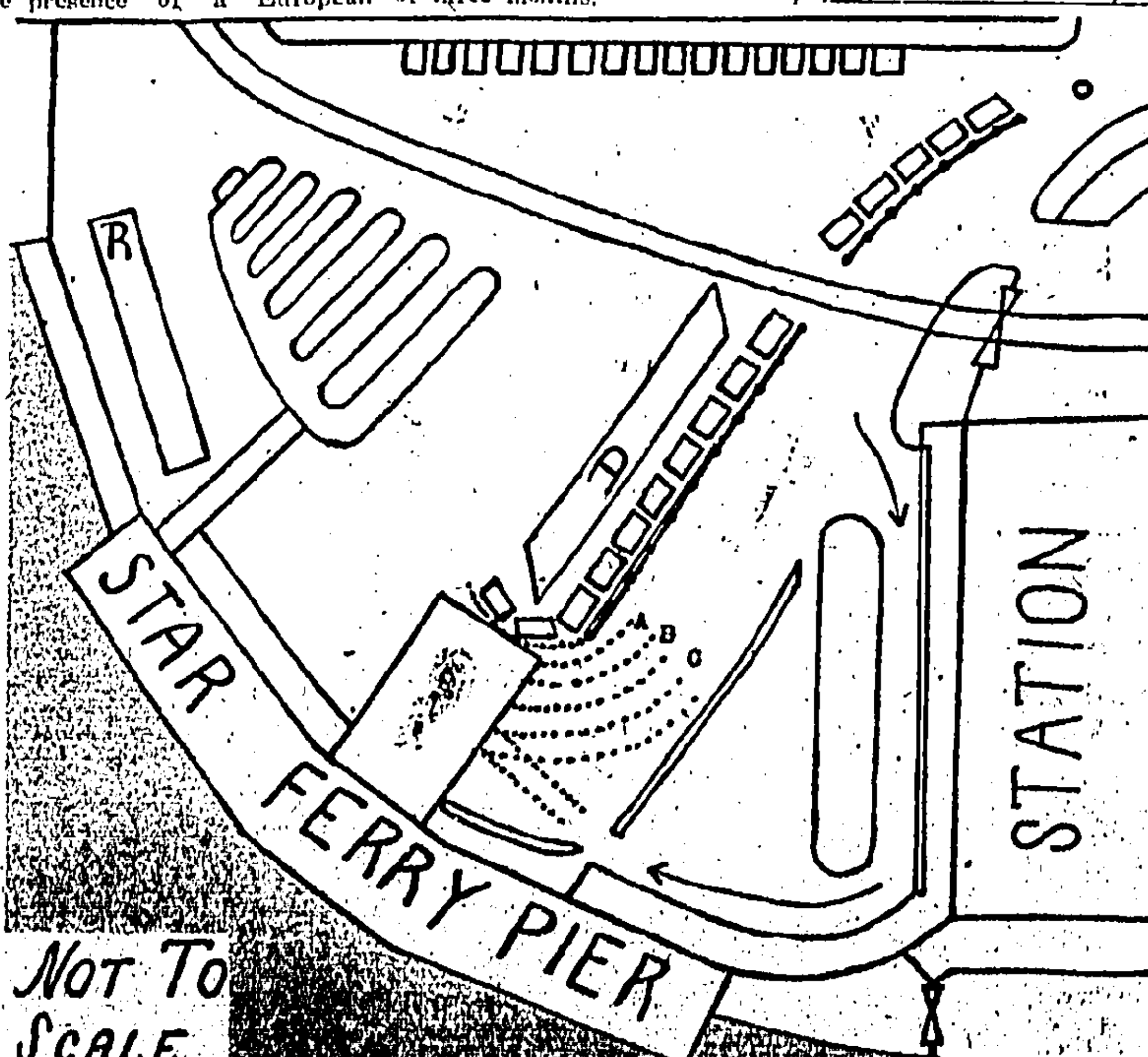
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SING TAO GOES DOWN TO ISTHMIAN 3-2

London, Sept. 4. The Isthmian League tonight defeated the Sing Tao Football Club, of Hong Kong, by three goals to two. The half-time score was a goal each. Although losing by the odd goal of five at Romford, Sing Tao appear to have remedied their greatest weakness—goal shyness. Throughout the game they kept the Isthmian League defence on their toes.

The tourists had quite the equal of exchanges against the strong League side, which included six international players, and at times their mid-field play was almost copybook. Chau Man-chi, at inside left, was outstanding in a clever attack, his ball control and distribution often having the League defence worried.

Tight Check

Centre-half Tsui Kung-chung was a tower of strength, holding up his rival centre-forward in tight check and being ably supported by the fullbacks, who

Yue Yiu-tak in goal delighted the onlookers with his acrobatic display.

In the tenth minute Chau Man-chi gave the visitors the lead, but Standard soon equalised. This was the half-time score.

After the interval Standard and Commet scored for the League, but 15 minutes from the end Chau netted again for Sing Tao.

Dr. Cheng Tien-hsi, Chinese Ambassador, together with the Mayor of Romford and Mr. Stanley R. S. Secretary of the English Football Association, watched the game. Reuter.

American Baseball

New York, Sept. 5. In the American League, outfielder Jeff Heath's 25th homer of the season with one on in the first inning gave St. Louis a 2-1 victory over Detroit. Young Fred Sanford pitched a five-hit baseball for the winners.

In the National League, a pair of homers, by shortstop Eddie Miller and outfielder Hank Williams, gave Pittsburgh a 7-5 victory over Cincinnati. The Reds came from behind and staged a six-run uprising in the third frame.

The St. Louis at Chicago game was postponed because of rain. Spotting the Philadelphia Nationals five runs, the Boston Braves scored two runs in each of the successive innings to defeat the seventh place Phillies 6-1.

Little Vic Lombardi defeated New York for the 11th time in 12 starts against the Giants to give Brooklyn a 2-0 victory.

In the American League Third Baseman Bill Johnson's bobble of a seventh inning pop fly cost the New York Yankees the game, Washington winning 5 to 4.

Scores:

American League	R	H	E
St. Louis	2	7	1
Detroit	1	5	0
Winning pitcher Fred Sanford.			
Philadelphia	5	9	2
Boston	6	11	0
Winning pitcher Barrett.			

National League	R	H	E
Cincinnati	7	10	2
Pittsburgh	5	7	2
Winning pitcher Harry Gurn.			

Baseball	R	H	E
New York	4	8	0
Washington	5	10	1
Winning pitcher Masterson.			

Baseball	R	H	E
Brooklyn	2	8	0
Chicago	0	5	1
Winning pitcher Vic Lombardi.			

New Yorker Helped A Czech Lad

Prague, Sept. 4. Pavel Herman, 8-year-old Czech boy whose father survived the Nazi ghetto, waited in a hospital bed for 30 grammes of streptomycin which doctors hope will save his life from spinal meningitis contracted four days ago.

The father, a shopkeeper, Becrich Herman, arranged for the shipment through Paul Mahrer, his close friend during the three dreary months they spent in the ill-famed Trezsin ghetto in 1945.

"When the doctor told me my only hope was America, I remembered my old friend who is in New York and I cabled him for help," Herman said.

Mahrer appealed to the newspaper "PM" and a package left last night. It is expected here tomorrow morning after a short delay in the original schedule.

Herman reported that the doctors had found a small amount of streptomycin and started treatment with it.

Pavel kept sinking even under penicillin, but since the streptomycin was started, he is holding his own and father said, "They tell me they have just enough to continue treatment until the plane comes and they believe he will live."

Pavel's mother is Christian.

Chinese Sue Texas Oil Coy

Shanghai, Sept. 5. The Shanghai District Court today started hearings on a claim of CN\$598,000,000 (about US\$13,000) brought against the Texas (China) Company by the family of a Chinese student who was killed by a Texaco truck last April.

The family of the deceased computed the damage claim on the basis of the student's earning ability up to 70 years of age plus living expenses for himself, his wife and children and parents, plus estimates of education costs, had the student lived.

The Texas Company earlier had paid CN\$50,000 as voluntary damages "sympathy grant" to cover funeral expenses.

Judgment will be announced on September 10.

Exorbitant

During today's hearings the defence maintained the claim is "exorbitant" and pointed to the good record of the Chinese driver who was involved.

The plaintiffs pleaded for the family's "very bad financial position."

The case caused a minor international incident last April when the deceased's fellow students from the Chiao Tung University took the law on their own hands and forcibly detained two Texaco Company lawyers on the university campus.

The lawyers, one of whom was an American (James Voss of San Antonio, Texas) had come to the campus to attempt to reach an amicable settlement of the dispute. Associated Press.

"PENFOLD" GOLF

Slough, Sept. 4. More phenomenal scoring marked the second round of the Penfold Thousand Guinness golf tournament here today at the end of which 49 players qualified for the final 36 holes tomorrow.

Norman Von Nida, of Australia, who has been dominating British tournaments this year, led the way with 133, the best score for 36 holes in British event this season.

There were several leading Britons close behind, however, no fewer than 15 players today having scores better than 70.

Yesterday's record-breaker, J. Hargreaves, fell away with 72, but is still near the top and nobody beat his record, although Von Nida and Dai Rees, each with 65, went near. Reuter.

RYDER CUP GOLF

London, Sept. 4. It is officially announced that Henry Cotton will be captain of the British Ryder Cup team opposing the United States on November 1 and 2 at Portland, Oregon.

The following six players will be in the team:

James Adams, Fred Daly, R.W. Horne, S.L. King, D.J. Rice and G.H. Ward. The remaining three places will be filled from Laurie Ayton, Ken Bousfield, Fred Bullock, Dick Burton, Max Faulkner, Eric Green, Arthur Lees and Norman Sutton.

Lees and Ayton have been added to the original nominees and it is still possible that other players will be considered, depending on the outcome of tournaments still to be played. Reuter.

WATER-POLO

After an enjoyable and successful season, the Combined Services League Water-Polo has now drawn to a close. The ending of the season was marked by the presentation of shields, kindly given by Messrs. J.H. Windsor of Kowloon, by the G.O.C., Maj. G.W. E. J. Erskine, C.B., D.S.O. on Thursday.

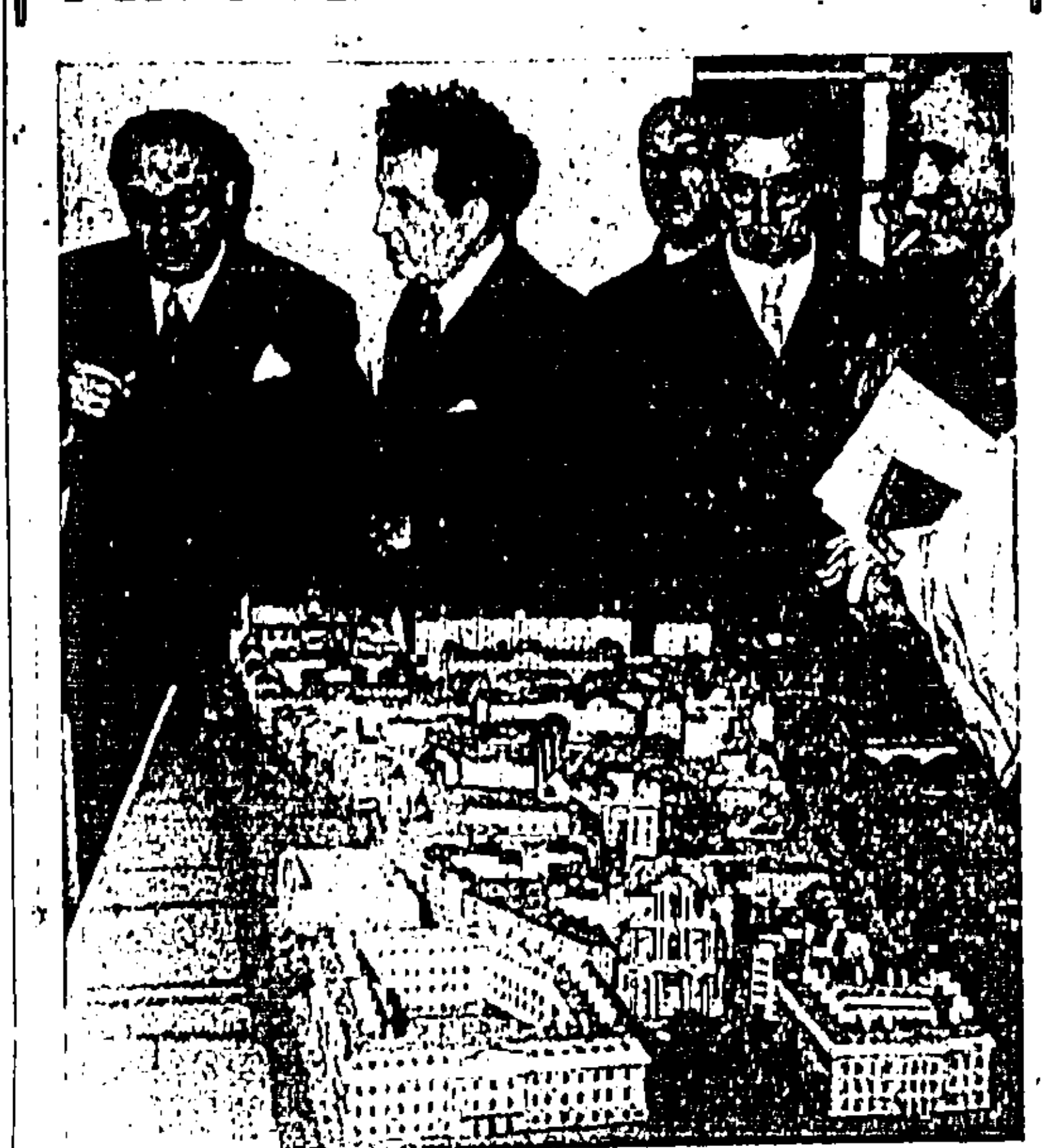
The excellent Navy "A" Team, mainly composed of men from H.M.S. Gambia and Belfast, ran out winners, losing only one game to the R.A.F. team who were runners-up. The experienced R.A.F. team unfortunately "blot" 3 matches at the end of the season, owing to their inability to compose a team in the face of numerous postings and illnesses.

The H.Q.L.F. and Navy "B" teams, although ending with a terrific burst, left their recovery too late.

The South of England XI are in danger of following on against South Africa, despite some brilliant battling by Denis Compton and Bill Edrich.

The South Africans continued their first innings and reached 110 for eight wickets when they

They Model A New And Better Paris



French Minister of Reconstruction Jean Letourneau (left) looks over a proposed reconstruction project for the St. Paul quarter of Paris during his visit to the Exposition of Reconstruction and Urbanism.—AP Photo.

COMPTON HAS SET NEWEST RECORD

London, Sept. 4. Denis Compton, 29-year-old Middlesex and England cricketer and Arsenal footballer, today became the new holder of a record for scoring the most centuries in a season.

Playing against the South Africans for South of England at Hastings he scored 101 before being stumped. This was his 17th first-class century.

Compton has still six of his centuries in various games, County and Test, against the South Africans for he has played 13 innings against them and scored 1,157 runs.

There is still one more record that Compton can break — Tom Hayward's aggregate of 3,518 runs in 1906.

When Compton had beaten Hobbs' record today, R.W.V. Robins, the Middlesex captain, said:

"Since this has been a record-breaking season, I should be tremendously pleased if Denis could beat the greatest batting record of all time. He has still a long way to go to get it for he needs 152 runs to do so. He may, of course, get another innings in the present match and then there is the Champion County versus The Rest."

Compton is a member of the Middlesex team which won the County championship.

Carefree Display
It was a typically carefree display with which Compton eclipsed the centuries record today, and perhaps it was due to "losing his eye" after a five-minute break to receive congratulations that he did not see the ball when he strode down the wicket in a bid to send it to the boundary. It was the following that which brought him his century and, completely missing it, he was easily stumped.

As Compton realised his new record today, 8,000 spectators stood and cheered for nearly five minutes. The South Africans crowded round and congratulated him and then Robins, his County skipper, and Bill Edrich, partner in several wicketless stands for County and country, ran from the pavilion to add their congratulations. Newsreel cameramen photographed the unique scene and the game was held up for considerable time.

Within a few minutes of the feat being accomplished, souvenir score cards were on sale at the ground — a lasting record of a truly great performance.

Follow-On?
The South of England XI are in danger of following on against South Africa, despite some brilliant battling by Denis Compton and Bill Edrich.

The South Africans continued their first innings and reached 110 for eight wickets when they

Jap Girl Hurlled To Her Death

Tokyo, Sept. 5. Before horrified spectators in central Tokyo last night, an 18-year-old Japanese girl was hurled from Sukiyabashi Bridge to her death in the river below by two enlisted men of the First Cavalry Division, Japanese police allege.

According to a Japanese police official, the alleged murder climaxed a quarrel between the girl and the men after she had refused to accompany them.

Suddenly, eyewitnesses alleged, one man seized the girl and threw her over the bridge into the river where she made a short, desperate and unavailing struggle to reach the bank.

"The Second"
The United States Army occupation newspaper, "Stars and Stripes," gave prominence to the incident as "the second murder involving occupation personnel to occur in the metropolitan area since June," when the body of an American civilian employee was found with the head battered in on a lonely Tokyo road.

Criminal Investigation Department officials of the Tokyo Military Police are investigating the latest incident, in which both men are stated to have fled before the eye-witnesses could hold them. Reuter.

Bid To Alter Italian Peace Treaty

Lake Success, Sept. 4. The full strength of 20 Latin American nations will be thrown behind Argentina's efforts in the United Nations General Assembly to fight the terms of the Italian peace treaty, according to Dr. Rodolfo Munoz, general counsel for the Argentine delegation.

At the same time, Argentina expects to have the support of at least the United States, Britain and France among the big powers.

Argentina's chief delegate, Dr. Jose Arce, yesterday submitted to the United Nations Secretariat a resolution formally asking the Assembly to invite the signatory powers to the Italian treaty to hold a meeting devoted to reducing reparations and to eliminate other portions of the treaty which are hampering Italian economic recovery and are causing continued political unrest in that country.

However, Dr. Munoz pointed out that Dr. Arce's resolution did not make any specific suggestions on how the treaty could be made lighter. He said the United Nations Secretariat asked to submit a request that the resolution be placed on the agenda for General Assembly debate. The resolution will be referred to the General Committee which decides the Assembly agenda.

Dr. Munoz said the Argentine delegation was prepared to take up the cudgel on behalf of Italy either before the Committee or the full Assembly. He added that it appeared as if the resolution might encounter opposition in the Committee; Dr. Arce was prepared to wage battle there and also to continue the fight in the Assembly.—United Press.

BOWLS
The return bowls match between the K.C.C. Cricketers and The Rest of the Club which was postponed last Saturday due to the weather, will be played today at 4 p.m., weather permitting. The following are the teams: Cricketers—W. Hung, D. Hung, R. Leigh and E.C. Fletcher (capt.). Chubb, E.E. Lawrence, J.M. Forest and J. Green (skip).

The Rest—V.C. Labrum, L. Bonet, A.L. Eastman and F. Goodwin (skip).

H. Gittins, W. Howard, T. Lock and A.E.P. Guest (skip).

J. Lee, W. Bailey, A.C. Tribble and J. Fraser (skip).

A special meeting of the Women's Auxiliary of the Hong Kong Society for the Protection of Children will be held in the Board Room, "Morning Post" building, on Thursday, September 11, at 11 a.m. All ladies interested in the work of the Society are cordially invited to attend.

ARMY OFFICERS ACQUITTED BY COURT MARTIAL

In the third day of a General Court Martial at Whitfield Barracks, Kowloon, two Army Officers were acquitted when the court ruled that the prosecution had not submitted evidence to prove either of two charges against the accused.

Major J.S. Cattle and Captain H.W. Close put on trial for making false declaration on contract bids from Hong Kong Stevedoring companies.

At the conclusion of the testimony of the prosecution, Defence Officer Maj. T.H. Goligher submitted to the court that since "the prosecution have not established prima facie case against the accused," both officers should not be put on Defence. After deliberating in closed court for over 30 minutes, Brigadier C.I.V. Jones (Court President) and the five other court members accepted the Defence submission.

In his submission, Major Goligher stated that it had not been established in evidence that either Major Cattle or Captain Close knew of the arrival of two of the three unscheduled tenders before the accused had signed the tender schedule.

"Alone Knew"
Captain Close alone knew of the existence of the third tender in question (Victoria Co.) and "if he would be called in evidence he would say that he returned that envelope when it should have been returned to the firm 'he had tendered'."

A prosecution witness had earlier told the court that the Victoria tender had arrived late and therefore was ordered by Captain Close to be returned to the company.

Major Goligher continued by saying that the Prosecution produced no evidence to prove that either of the two officers knew or heard of the existence of the Allied Land Forces Financial Instructions.

The procedure adopted by them in dealing with contracts received late was "one which they considered not at all, except in the ordinary custom of business."

In regard to the second charge that the accused had acted in "prejudice of good order and military discipline" by omitting three firms on the schedule of tenders and therefore acting "contrary to Allied Land Forces Financial Instructions," Major Goligher submitted that it was impossible for the officers to knowingly act contrary to financial instructions which they did not know existed. The conduct of the accused was altogether proper having regard to ordinary business common sense, he said.

Earlier in the day, Prosecution Officer Maj. J.P.M. Hope, RA, called three witnesses. Nine others testified during the hearing on Wednesday and Thursday.

"Not Included"
Capt. A.E. Smurthwaite, Field Security Officer HQ Land

Called to testify, Sergeant Ross said that he had accompanied Major Cattle to his office on June 6 and had received two tenders, which he took to the Field Security Office.

Later that day, he sent a messenger boy to Major Cattle's office to collect a third tender (Victoria Co.), which Major Cattle had found after Ross had left Embarkation Headquarters.

Sergeant Ross gave all three tenders to Captain Smurthwaite at approximately 6.00 p.m. on June 6.

Assistant Chief Clerk in Embarkation Headquarters, Sgt. H.D. Walters, the last witness called by the Prosecution, said that a copy of Allied Land Forces Financial Instructions had been in the Embarkation office since November 1946.

He could not, however, remember seeing either of the accused use this book at any time.

Members of the court were: Brigadier Jones (President), Lt. Col. D.A. Wright, Assistant Judge Advocate General, GHQ, FAR, Lt. Col. E. P.C. Bruce MC, The Duke, Maj. F.H. Stirling MC, Lt. Col. J.H. Dirs, Royal Signals; and Maj. J.K. Reid, REME.

The Hong Kong Stevedoring Co. was given the Army contract by Captain Close and Major Cattle.

The paper of guarantee was not, however, produced in court by the prosecution.

Captain Smurthwaite later testified that Captain Close had received a second guarantee from the International Co., which he had accepted in March.

"Messenger"
Called to testify, Sergeant Ross said that he had accompanied Major Cattle to his office on June 6 and had received two tenders, which he took to the Field Security Office.

Later that day, he sent a messenger boy to Major Cattle's office to collect a third tender (Victoria Co.), which Major Cattle had found after Ross had left Embarkation Headquarters.

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